

# IVVCC

# NEWS



The Magazine of the Irish

Veteran & Vintage Car Club



CLASSICS at KINNITTY

Winter 2018

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Affiliated to FIVA – The International Federation for Historic Vehicles



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**Club Meetings:**  
Every first Monday of the month  
(second Monday if first falls on a public holiday)

**Venue:**  
West County Hotel, Chapelizod,  
Old Lucan Road, Dublin 20  
Time: 8.00pm

**Cover:**  
John Swan's 1952 Jaguar  
XK120 At Kinnitty Castle  
Photo: Anselm Aherne

**Club Website:**  
www.ivvcc.ie





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# MESSAGE FROM THE PRESIDENT

**Dear Members**

**After the extremes of weather in the year so far it seems we may now be heading into a more 'normal' autumn in Ireland. A time when thoughts of IVVCC members and affiliates think about preparing our classics and older vehicles for the winter months to come.**



Many will have notions to do some maintenance during the winter, though falling asleep in front of the television is usually much easier. However well intentioned, the reality is that most jobs don't get done until they are urgent. Our own father used to say that if it wasn't for the 'last minute' nothing would get done!

It is a credit to all involved that the presentation of our cars on events is excellent and seems to be even better each year. The condition of our vehicles reflects on who and how we are. As we tour around the country who can't but notice the smiles and waves we get from the public. This reflects well on our hobby and should help to influence the law makers that we are an asset to the wellbeing of all.

Although there will be few outdoor events in the coming months, the board and many helpers will be busy planning events for 2019 and beyond.

Much work will be needed to prepare for the FIVA World event taking place in Ireland in 2020. Whereas there may not be many of our members actually competing, the event will be a great opportunity to see up close a range of world-class

classics gathered together. Whether competing, marshaling or just watching, members should be proud that FIVA, through our representative, has seen fit to award our club with this prestigious event.

One of the reasons we need to get going early is that all organising teams know that such events, requiring accommodation for large numbers, need to be booked well in advance. This reflects the welcome increase in visitor numbers to Ireland.

In case it seems that the World Event is going to take precedence over our other activities this is not so; the Brass Brigade and Gordon Bennett are already at an advanced stage of planning. There is so much for us all to look forward to and get involved with. Details of all our events appear elsewhere in the IVVCC News and/or the IVVCC website, so please keep watching.

Best wishes and safe motoring.

**Clive Evans**

Colm O'Neill's 1957 Ford Prefect is captured in Nuala Grogan's atmospheric picture taken on the Autumn Classic Car Run in September



# A PERFECT DRIVE

By Clive Evans



**First Mondays are many and varied, and sometimes everything comes together perfectly to create a really good event. The August First Monday was such an occasion, actually held on the second Monday because the first Monday was a bank holiday. Glad that's clear!**

We assembled at Stepside Golf Centre, with kind permission of the proprietors, on what was a perfect evening for using our classics, roof down where available. So jovial was the gathering at the golf centre that it was difficult to persuade crews to get themselves under way so as to complete the 48.6 kilometres route and arrive in Roundwood by eight pm.

This time the route was measured only in kilometres, the thinking being that as the route was relatively simple – only one page – that navigators could busy themselves doing the conversion if they so needed. This idea, however, proved a little optimistic. Although most classic cars measure in miles, the thought behind using kilometers is that all the signposts are now in Kms. There is also a lot less work preparing the route book.

The (correct) route took the easy climb to Johnnie Fox's pub then turned right to arrive on the road to Cruagh Wood, which was used for the famous 'DU' Hillclimb. On then towards Sally Gap with Glenree on the left, which on that evening presented a magnificent vista with the lowering sun casting long shadows on the rolling hills.

At Sally Gap we turned left towards Roundwood, which brought us past Lough Tay on the right and Luggala estate, always looking spectacular and different on every visit. For sale right now (at €28m)

“ So jovial was the gathering at the golf centre that it was difficult to persuade crews to get themselves under way

maybe a member might purchase. It would be great for 'Picnic in the Park'.

Having reached Roundwood, our destination, Woods Bistro, was at the southern end of the town where ample off-road parking was available when the first cars arrived at precisely the planned time. We were made feel very welcome, the food and ambience could not have been better and the eighty or so of us filled every seat.

The cost to members was five euro, heavily subsidised by the club. As I said at the beginning, sometimes everything just works the way it is supposed to!

Many thanks to all who partook in this event to make it the success it was. ■



Over the Sally Gap and on past Lough Tay



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# SECRETARY'S REPORT

**I would like to start this report by paying tribute to my predecessor Peadar Ward, in whose shoes I have the daunting task of following. Peadar has been the club secretary for a number of years and has an invaluable knowledge of its workings, as well as being the club's FIVA representative. He has done a wonderful job communicating with members as well as dealing with all the enquiries from other clubs and outside agencies. I am delighted that he will continue on the board to help and assist me in my new position.**



At the AGM on the 18th of June, Clive Evans took up the position of President of the club. New board members Martin Bourke, Tom Callanan, Kevin Herron, Myles O'Reilly, John Peart, and Kieran White were confirmed. Clive Evans thanked outgoing President Shane Houlihan, and departing board members Sean Carolan and Tom Farrell for all their work and the contribution they made to the club. Tom Callanan has taken over the position of treasurer, and Myles O'Reilly as secretary.

The FIVA world rally is confirmed to take place in September 2020 and work by our board members has already started on the event. The FIVA agm will take place from the 14th to the 17th of November, and Martin Bourke and Peadar Ward will attend on behalf of the IVVCC and they will use the meeting as an opportunity to launch the World Rally event in Ireland.

The main club events during the summer, Gordon Bennett Rally, Powerscourt Picnic, Brass Brigade Rally and Autumn Run were all successful and much enjoyed by participants. Details of forthcoming events are on the much improved club website.

As reported by Peadar in the Summer 2018 issue of IVVCC News regarding a suitable location for a historic car museum, discussions concerning an association with Newbridge House and the RIAC in Dawson Street are ongoing and it is hoped to progress this significant development shortly.

**Myles O'Reilly**  
Hon. Secretary  
October 2018

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## FIVA BEST PRESERVED VEHICLE AWARD

FIVA's latest initiative is the presentation of a series of awards for Best Preserved Vehicle at top concours events around the world – followed by an end-of-year invitation for the award-winning cars to assemble in Paris, where they will be put on display at UNESCO's international headquarters in the heart of the French Capital.

FIVA established the awards to recognise vehicles that retain such a high degree of their original components, materials and finishes that they can be seen as important cultural artefacts. The first award, presented at the Amelia Island Concours d'Elegance in 2016 to mark World Motoring Heritage Year, went to the 1930 Cord L-29 pictured here. It carries a custom body by the Walter M. Murphy Company and is owned by Dan Davis of Jacksonville, Florida.





# The Irish Veteran & Vintage Car Club



## Historic Vehicle Classes

Antique:	Pre 1905
Veteran:	1905-1918
Post Vintage:	1931-1945
Vintage:	1919-1930
Classic:	1946-30 years ago



The Irish Veteran and Vintage Car Club CLG (IVVCC) was formed in 1963 to cater for owners of veteran and vintage vehicles – with post-vintage and classic cars welcomed subsequently.

The Club's Mission Statement is: "To be the voice, custodian and facilitator of the historic vehicle movement in Ireland and to promote and facilitate the preservation, ownership, appreciation and use of historic vehicles; to promote public awareness of the historic vehicle movement and to protect the regulatory environment affecting the use of historic vehicles."

The IVVCC is Ireland's representative for FIVA, the international governing body for historic vehicles. A large proportion of Irish old car clubs are affiliated to the IVVCC and so also enjoy FIVA benefits.

The club organises rallies, monthly meetings, picnics and outings as well as publishing a quarterly magazine giving club news, details of vehicles for sale, information on vehicle restoration and articles of general interest. For more details visit: [www.ivvcc.ie](http://www.ivvcc.ie)

## Event Highlights 2019

### IVVCC Spring Rally

Saturday, 13th April - cars of all classes eligible, up to 1989.

### IVVCC Statham Pre-war Rally

Saturday/Sunday, 11th/12th May - for cars up to 1939

An event specially designed to cater for pre-war cars.

### IVVCC International Gordon Bennett

Friday/Sunday 7th/9th June - for cars up to 1930

Commemorating the 116th anniversary of the famous 1903 race in Ireland. Rally based at Mount Wolseley Hotel, Tullow, Co Carlow.

### IVVCC Powerscourt Picnic Event

Sunday, 18th August

The annual family picnic event in the grounds of Powerscourt House, Enniskerry, Co Wicklow. All classes eligible.

### IVVCC Brass Brigade Run

August 31st/1st September - for cars up to 1919

A rally which has gained great popularity in recent years, now attracting a superb collection of cars built up to the year 1919.

### IVVCC Autumn Rally

Sunday, 22nd September - for cars up to 1989

This annual rally is open to all classes: veteran, vintage & classic cars.

### IVVCC Meetings

Full details of First Monday Meetings, Open Forums and 2019 AGM will be available in due course on the Club's website, [www.ivvcc.ie](http://www.ivvcc.ie), and in the 2019 Issues of IVVCC News.

### FIVA World Rally 2020

The Irish Veteran & Vintage Car Club has been honoured for selection by the International Federation for Historic Vehicles (FIVA) to run the organisation's World Rally 2020 - an international event for pre-war cars. Sunday 6th September to Sunday 13th September 2020 - a seven day tour of southern and western Ireland for cars up to 1939.

*All event details subject to final confirmation. For further information visit [www.ivvcc.ie](http://www.ivvcc.ie)*



IVVCC membership includes access to IVVCC and affiliated club events. First Monday Meetings feature free lectures and films on a wide variety of motoring-related subjects. Upcoming meetings include an organised social car run for members. Other club benefits include a quarterly full-colour magazine posted out to all members – which features club news, vehicles for sale section, information on restorations and articles of general interest.

For more information and to apply for membership of the IVVCC simply visit: [www.ivvcc.ie](http://www.ivvcc.ie), where there is a secure online payment system. You can also follow the IVVCC via the club Facebook and Twitter pages



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1964 Cobra

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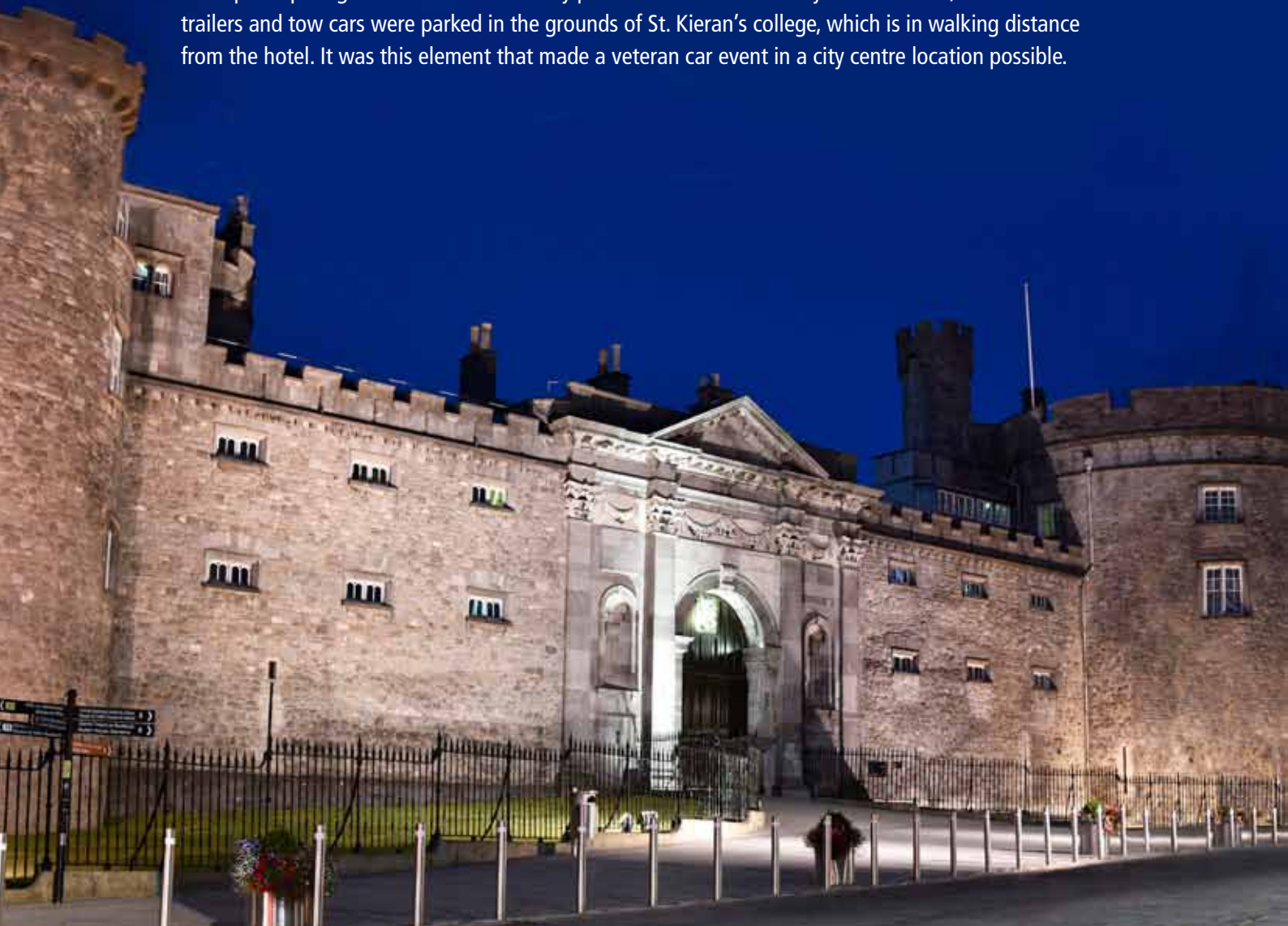
# The BRASS BRIGADE Lights up Kilkenny



It was with great delight that I learned that the 5th Brass Brigade Rally was moving from its original Dungarvan base of the past four years to the four-star Pembroke Hotel in Kilkenny. The hotel was built on the site of Statham's garage, a name well known for its Ford Special that placed very well in the Phoenix Park and the Limerick Grand Prix of '35. Most members know the owner of the Pembroke, John Ryan, a club member and a keen old car enthusiast.

Those who had participated in the 2017 Statham Pre-War Run will know what an excellent location the Pembroke Hotel is and how well it lends itself to a rally base for an old car event.

The participating brass cars were securely parked in the hotel's courtyard at the rear, while the trailers and tow cars were parked in the grounds of St. Kieran's college, which is in walking distance from the hotel. It was this element that made a veteran car event in a city centre location possible.







The weekend kicked off on Saturday with a vintage and veteran car display in Kilkenny Castle, on the invitation of the Kilkenny Motor Club – a very leisurely and social aspect of the weekend, with the cars basking in the sunshine for the afternoon. Entrants met up for a drinks reception at 7pm and enjoyed the open air and a chat with old friends. An extensive dinner menu was offered and even those with the fussiest of palates were catered for.

An inspection from the hotel window on Sunday morning showed that it had been raining very heavily overnight, but thankfully it had stopped before our 10am departure. After an impressive breakfast the courtyard was alive with activity, entrants uncovering cars, cars being started, final checks being made before the off. The atmosphere was electric!

The cars took us on an easy route from Kilkenny city centre to Woodstock House and gardens via Gowran, Thomastown and Inistioge, with some very picturesque scenery and steep hills along the way. Woodstock House is just outside the village of Inistioge on the banks of the River Nore, the actual house is now in ruins, having been burnt down during the Civil War in 1922.

However the Victorian gardens there are beautifully maintained and feature a walled garden with tea rooms housed in a Victorian conservatory that was designed by Richard

Turner, who also designed the glasshouses in Dublin's Botanic gardens. These provided an appreciably relaxing atmosphere for the entrants to enjoy the coffee stop.

After an hour's rest the cars set off again for the journey back to Kilkenny, via a scenic route through Stoneyford and Bennettsbridge.

One of the most striking elements of this event was the number of marshals on hand. They were at every corner and roundabout on the route, slowing down and stopping traffic where necessary to facilitate our cars. This greatly alleviated the stress from driving a veteran car in traffic, as most of you know, modern motorists rarely make an allowance for our ancient brake technology.

All in all this was an extremely enjoyable event. A huge amount of thanks goes to Declan Grogan and Bernadette Wyer for the organisation, John Ryan and his staff for their welcome and hospitality, Derek Cummins and his rally marshals, Kilkenny Motor Club and Brian Keogh recovery.

A great amount of time and effort goes into organising an event of this nature and I would urge those of you with an eligible car to support the 2019 event. ■







Caught on camera...President Clive Evans. *Photo: Bernadette Wyer*



Gwynne Thomas fires up his 1905 Martini



The wonderful works of Peadar Ward's 1912 Clement Bayard



Our reporter entrant Kevin Herron with navigator Joe Herron in their 1916 Chevrolet 490



Denis Cronin drives his 1910 Wolseley 16-20, navigated by John Crowley



Over from the Forest of Dean...David & Mary Groves in their 1911 White GA



Looking good from all angles, the White GA



Rosa Roe's 1914 Rover P4, with John Bentley at the wheel





Patrick William Howe

# AN IRISH CHAUFFEUR'S STORY

Some years ago Michael Howe, well-known as a motor engineering instructor in Dun Laoghaire Technical College, presented the IVVCC with an account of the life and times of his father, Patrick Howe.

In the early part of the last century Patrick worked as a chauffeur for Lady Bellingham of Chester, England – then as a driver of omnibuses in the early '30s, and later as an officer in the Dun Laoghaire Fire Brigade service, retiring in the mid '50s.

Sadly, Michael died a few years ago. However we are indebted to his brother Jimmy, who has kindly given us permission to republish Michael's account of their father's remarkable life, along with photographs from the family archive.

My father Patrick William Howe was born on the 4th of August 1891. He attended Booterstown Boys School, a two-teacher school at the end of Booterstown Avenue south of Dublin city, which is now a boy's club.

His father (my grandfather) Michael Howe, was coachman to a branch of the Guinness family and this family paid my father's indentures fee to Huttons of Summerhill in Dublin in order that he could serve his apprenticeship as a motor mechanic. Dad began work in Huttons in 1903 at the age of 12. He often spoke of receiving no wages in his first year of apprenticeship; he was given two shillings and six pence per week in his second year, five shillings per week in third year, and so on.

Having completed his apprenticeship, my father, Patrick Howe, left Huttons in 1910 and began work as a chauffeur, driving a Mrs Grace Burscoe (Lady) Bellingham, of Chester, England. While in her service for the next twenty years he drove in France, Belgium, Switzerland, Italy, Holland, Spain, Germany, Luxembourg, Austria and Czechoslovakia, as well as in the United Kingdom and Ireland. This lady also had a house in Dublin at 25 Hatch Street, which she visited once a year in the month of July. My father was of course required to accompany her on such visits, which usually gave him an opportunity to visit his family who lived on Booterstown Avenue. If he was not required to drive his employer to some event in Dublin he could cycle out to Booterstown and fill them in on his adventures of the previous year.

## A Miserable Birthday in France

My father drove Lady Bellingham's 1911 Daimler car in France during the years 1912-1914. From a rough pencilled diary which he kept at the time we find that he was in Aix-le-Bains when war started. A few days later, on Tuesday August

4th 1914, he had what he described in his diary as a miserable 23rd birthday.

The position of chauffeur at that time carried with it many responsibilities – besides driving and maintaining the car. We find recorded in his notes that on Thursday, August 6th, 1914, he changed £300 into 6,300 French Francs – 21

French Francs to one English pound. In today's money that would be equal to about £20,000, so it is no surprise to find that he was escorted by a policeman all the time. One of the reasons for such a large transaction was that the party of American and British tourists – which included the people my father was driving – were to charter a train to take them to the coast, and then by ship to England. They had formed an association numbering about 500 in order to give them some bargaining power.

According to a letter written on Hotel Beau Site Aix-le-Bains notepaper and dated 12th August 1914, the Daimler (registration no IK 854) was garaged there following the



With fellow chauffeurs on the Continent



Before World War One - at the wheel of the sleeve-valve Daimler outbreak of the First World War. The letter also stated that if Lady Bellingham's Daimler was commandeered by the French for use as an Army staff car (which in fact did happen), the owner would require 12,000 francs by way of compensation.

### Driving Five Makes

When Mrs Bellingham was not travelling she lived at her home at Vicars Cross, Chester, England. As far as I can work out from documents and photographs my father drove at least five different makes of motorcar in the 20 years he worked for her.

The first car was the Daimler – Reg. No: IK 854. He drove this from 1910 until the car was commandeered by the French authorities on the outbreak of the First World War in 1914, which came about while my father was driving Mrs Bellingham during her Continental holidays. The second car was an Overland, NA 2712; the third was a Fiat, MA 7291; the fourth was a Citroën, XL 8207; the fifth and last was a Morris Oxford, YX 1204.

His passport it was stamped valid to travel in the British Empire, France, Belgium, Switzerland, Italy, Holland, Spain, Germany, Luxembourg, Austria and Czechoslovakia. As far as we know he drove in all of the above-mentioned countries for Mrs Bellingham – with France, Italy, Switzerland and Spain being the most frequently visited in that order of popularity.

### Disaster on the Simplon Pass

One outstanding story my father related was of driving from Switzerland to Italy over the Simplon Pass in the Alps. He drove up through cloud levels into bright sunshine and then, having crossed the highest point, descended through the same levels into bad weather

conditions.

However, when he reached his destination on the Italian side the police were waiting. They questioned him at some length about a group of six American tourists, who, the police said, were in a Packhard. It later transpired that the same American party had driven over the side of the Pass. The driver and all his five passengers perished.

### Early Flying Experiences

As was natural for a mechanically minded young man of the period, Dad had a great interest in flying and described being on a flight in an open two-seater aircraft at an air show in Hendon during the running of "The Daily Mail Air Race" in 1911.

Apparently the pilots took the public on these flights to earn some income and of course these flights consisted of looping the loop and other such stunts. We have a post card showing the competitors in the race, along with a post card showing a pedal-powered aircraft invented by H.Collet and M.Varale in France in 1913.

### The Irish Omnibus Company...

When Mrs Bellingham died in 1930 my father took a job driving with a private bus company, of which there were many, all hotly competing for passengers. The company he joined was named The Blue Line Company. He later got a job with The Irish Omnibus Company, based at Broadstone Garage in Dublin, which I assume was a forerunner of C.I.E.

It was while he was driving a bus during the Eucharistic Congress in 1932 that he read an advertisement for a mechanic with the Dun Laoghaire Municipal Fire Brigade.

### ...And the Bombing of Belfast

He entered the service of the Dun Laoghaire Fire Brigade on the 26th May 1933. He was later appointed Sub Officer in 1945, and retired on the grounds of age on 31st January 1957.

The stories of this period are endless, in particular those during the Second World War, with the bombing of Sandycove and the North Strand. However the story of the bombing of Belfast took pride of place. On that occasion



The Daily Mail Air Race of 1911 in England





On the Simplon Pass in the Swiss Alps with the Fiat

he drove the Dun Laoghaire Fire Engine himself, leaving the station at 2am on the 5th May 1941. They were waved through every town and village on the way by the Guards and are reported to have reached the Newtownards Road at 3.30am. They had to pump water from the river Lagan to fight the fires and stayed on duty in Belfast for one and a half days.

Afterwards he and the crew received 10 shillings each from the British Government, a very welcome bonus in those days.

### Distress on the Job

My father Patrick had to face many other difficult experiences during his times with the Fire Brigade. One of the worst and most touching stories was that of a four year-old child, whose remains had to be removed from under an electric tram at the bottom of York Road in Dun Laoghaire.

Another distressing tale was when they answered a call to a motorcycle accident, only to find one of their own fire brigade colleagues dead and another badly injured. Also there was the time of a fire at the Beechwood Hotel, Killiney, in April 1949. They had rescued one lady who was trapped, only to be informed afterwards that another lady was still missing. They returned to the scene and discovered the second lady; but too late, she was found to have died.

When he had to retire from the Dun Laoghaire Fire Brigade service on age grounds our father still had to provide for his family. So in his mid '60s he got his PSV licence and continued driving – this time for undertakers and hackney companies.

It is certainly true to say: Patrick William Howe never did have an easy life. ■



Patrick as a Dun Laoghaire Fire Brigade Officer in the '50s

## HUTTONS OF SUMMERHILL



Camille Jenatzy at the wheel of the winning Mercedes, photographed in Huttons yard before the race.

*Photo: Mercedes-Benz*

Patrick William Howe joined the renowned Dublin coachbuilders Huttons of Summerhill – then agents for Daimler of Germany – as an apprentice in June 1903. The following month, on July 2nd, the famous Gordon Bennett Cup Race was held in Ireland on over a closed circuit through counties Carlow and Kildare. That race was one of the outstanding events in motor racing history and is considered to be the forerunner of today's Formula One Grand Prix series.

Excitement and anticipation was intense all across the country at the prospect of seeing four teams of racers – from Britain, Germany, France and America – battle for the coveted Gordon Bennett Trophy.

The cup was eventually won by Camille Jenatzy, known as "The Red Devil", driving a 60hp Mercedes racer at an average speed of 49.2mph on rough roads over a total distance of 327.5 miles.

No doubt there was also intense excitement Huttons of Summerhill, which was chosen as a base for the winning Mercedes team on arrival in Dublin. Even as a new apprentice, Patrick Howe must surely have shared in the ferment and anticipation of that great moment in motoring history.



Other members of the Mercedes team in Huttons yard after their arrival in Ireland.

*Photo: Mercedes-Benz*

# IVVCC CLASSIC CAR RUN

Autumn in the Slieve Bloom Mountains



**Sunday 23rd September 2018** saw some forty-six cars at the Midway Service Area near Portlaoise for the IVVCC Classic Car Run, the last official Club event of 2018.

Once having fuelled up on coffee, tea, buns and doughnuts, admired the collected vehicles and lashed on the rally plates provided, we headed off armed with clear route sheets – showing both miles and kilometers along with tulip directions and pretty explicit written directions – which made navigation pretty easy (actually we just followed the car in front and hoped for the best).

We were blessed. The stormy wet weather which had been forecast all week thankfully failed to materialise; a few scattered raindrops on our way around the Slieve Bloom Mountains being the best Mother Nature could muster.

Just a few miles beyond Mountrath we took the sharp right onto the Glendine Drive – and then we were crossing the Slieve Blooms. We wondered whether the road was on-way; at this stage we were in a convey, and on a rally, seeing grass growing in the centre of a narrow road is always slightly foreboding. But no such problem arose and soon we all stopped at the viewing area pictured above. Despite the somewhat overcast sky, the view was spectacular. Indeed, all agreed that it must be really magnificent on a sunny day.

Having covered about 30 miles (48km) we reached Kinnitty village, just beyond which was our lunch destination, the 19th-

century gothic revival Castle. Apparently the first castle at Kinnitty was destroyed in 1209, then rebuilt by the Normans in 1213. The present castle has a long and interesting history, going through several ownerships – the last being the High Sheriff of King's County (Co Offaly) – until it was burned down in 1922 by you-know-who, before being restored in 1928 by means of a Government grant. The Castle was turned into a hotel in 1994, and was purchased by the present owners in 2015.

Lunch in the Great Hall was a convivial affair; speeches were short, and the prize-giving made at least three crews happy. We had all been asked to select our favourite car in three categories: 1950-65 and 1966-72, as well as the car we'd most like to take home (excluding presumably, from the one we came in).

Mileage covered from, and back to, the Midway Service Area meeting point was just over 50 miles (80kms). Huge thanks must be awarded to the organizing team – Bernadette Wyer and Declan Grogan, along with Nuala Grogan who also assisted, as well as supplying the photographs.

All told, the Classic Car Run 2018 was a great success – a nice collection of cars, an excellent route, a fine lunch location and lovely weather – much appreciated by the participants for all the hard work put in by the organizers. ■





The Riley RME of Michael Saunders leads Michael Hickey's smart DeLorean and Frank Fennell's impeccable Mercedes 230S



Kevin Herron's Aston Martin glides through the sylvan Slieve Bloom Mountains



Crews stop to admire the mountain view



Open wide...Brendan Coyle with his Janus 250 Zundapp



Skip Heinecke with the '50-'65 trophy for his 1957 Ford Thunderbird



Michael Hickey's DeLorean, which scooped the '66-'87 class trophy



A cup also went to the rally reporter's 1967 Citroën ID19b



John Swan's 1952 Jaguar XK 120 at rest at Kinnitty







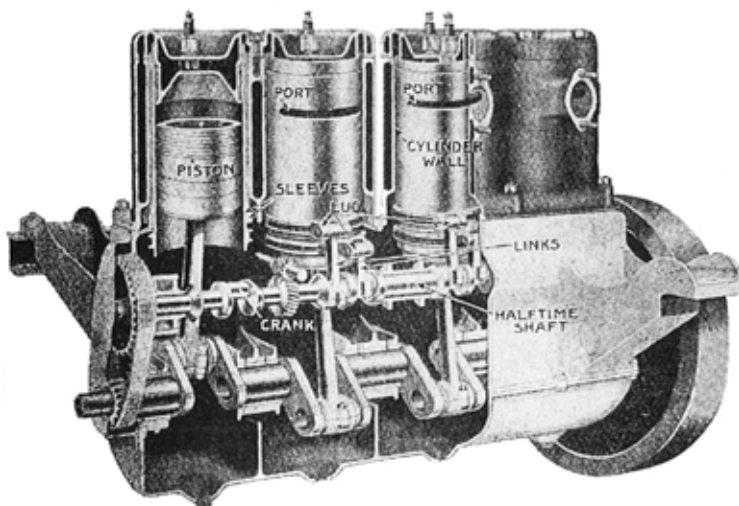
As the piston starts downwards on the suction stroke, the exhaust ports F/F move away from each other and the opening in A is closed by the wall of B. This same movement brings the two inlet ports H/H into register with the cylinder inlet port I, thus enabling the cylinder to be filled with gas from the carburettor.

When the piston moves downwards on the suction stroke the sleeves have already reached the bottom of their downward stroke and commence to travel upwards, the movement of the sleeve A being so timed as to carry the inner port H upwards behind the ring J just after the piston has reached the lower end of the suction stroke. This closes and tightly seals the cylinder while the piston returns on the compression stroke, the ring I pressing tightly over the ports F and H until the explosion occurs, when the cycle of operations is repeated.

### The History of the Silent Knight

The sleeve-valve engine was the brainchild of Charles Yale Knight of Indiana, USA. In 1909, Daimler installed a refined version of his 'Silent Knight' engine in some of its models and received high praise from the Royal Automobile Club, who carried out extensive tests for reliability and performance on the power plant. Indeed the RAC was so impressed that it awarded Daimler the 1909 Dewar Trophy for innovation in the automobile industry.

For a time Daimler dropped poppet-valve engines altogether, keeping faith with their sleeve-valve engines until the mid-1930s. However improvements in design and materials of the traditional poppet-valve engine eventually eliminated most of the advantages initially held by the 'Silent Knight' design, so that by the middle of the 1930s manufacture of the sleeve-valve unit had virtually ceased. ■



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# POWERSCOURT PICNIC 2018

**Foie Gras and Tayto Crisps**



An impressive collection of about 100 cars from the veteran, vintage and classic eras gathered together in Enniskerry on Sunday 19th of August this year to celebrate the 41st Powerscourt Estate Picnic Event, organized by the Irish Veteran & Vintage Car Club.

Under clear blue skies and warm autumn breezes members parked their gleaming cars in the estate's spacious 'Walled Garden' area. There the rugs and picnic tables were arranged, on which were laid out with the usual mounds of caviar and foie gras nestling on silver salvers, accompanied by magnums of Moët & Chandon - while the rest of us made merry with big bottles of Club Orange and bumper bags of Tayto crisps.

Anyway, having had our fill of picnic fare, we all got to vote for the best cars in each class. This year the annual Slazenger Trophy went to Austin O'Sullivan of Wexford, with his 1949 Triumph 2000, while Martin Donnelly and his 1930 Ford Model A scooped the Jim Fitzgerald Trophy for the best Ford. One of the great show-stoppers was Peadar Ward's pristine 1912 Clement Bayard, which deservedly won the Prewar Tourer class. The other winners were: Prewar Saloon - Michael

Nolan's 1928 Morris Cowley; Postwar Tourer - Thomas O'Sullivan, 1947 MG TC; and Postwar Saloon - Brendan Coyle's 1958 Zundapp. Prize for the best-dressed competitors went to Weldon Tarleton's group in the 1934 Railton Ranelagh Sports Saloon.



Albert Collier's very classy 1929 DeSoto Tourer Model K

## TROPHY WINNERS:

### Slazenger Trophy

Austin O'Sullivan – 1949 Triumph 2000

### Jim Fitzgerald Trophy

Martin Donnelly – 1930 Ford Model A

### Prewar Tourer

Peadar Ward – 1912 Clement Bayard

### Prewar Saloon

Michael Nolan – 1928 Morris Cowley

### Postwar Tourer

Thomas O'Sullivan – 1947 MG TC

### Postwar Saloon

Brendan Coyle – 1958 Zundapp

### Best Dressed

Weldon Tarleton – 1934 Railton Ranelagh





Prewar Tourer winner - Peadar Ward's 1912 Clement Bayard



Eamon Dunne's impressive 1928 Rolls-Royce 20hp



Great attention for Brendan Coyle's 1965 Goggomobile TS



Another winner...Tom O'Sullivan's 1947 MG TC





# FROM THE BACK SEAT



## Reflections on the old car scene – from an occasional backseat rallier

**"It was my birthday the other day. Thankfully, it wasn't a big birthday - the kind that comes with a zero on the end. I don't have many of those left and I'm doing my best not flitter them away. There's still so much I have to do – and alas, the time left in which to do it is evaporating!"**

My birthday was one that propelled me into the second half of a decade. I hate that! I can deal with the early part of a new decade but when I slide into the second half, I really begin to feel edgy. That's when I notice the sand beginning to race through the egg timer as my bodily odometer fast forwards to a place unknown.

Anyway, while I do my best to let birthdays slip by without fanfare or celebration, the same cannot be said for my immediate family and close friends. It seems they always remember my big day, God bless them. My late mother was a wonderful example. She never forgot. Each year, she would send me her posted greeting as though I was still her young child. And it always arrived a day or two early, indicating her less-than-total faith in the postal service.

Isn't it funny the little things that count most in our memories? While campaigning feminists bang on about equality and the blurring of differences between fathers and mothers, in my experience birthdays point up a major difference in the rearing of children. Bless them, and thank God for them, mothers always remember, fathers seldom do.

Amongst the cards I received this year was one from a cherished friend – a true gentleman, blessed with the cultured style and distinguishing characteristics of a high-ranking diplomat. Like any well-tutored envoy, he is the kind of friend who always remembers my birthday, but can never remember my age.

Calling to thank him for his greetings, I sensed his glee at having chosen a card that he felt would suit my situation

perfectly. In truth, it did! Illustrating it was an open-top red racing car, affixed proud of the surface so it would 'move' to the touch.

The point that struck me about it was the card maker's choice of a racing car to illustrate youthfulness and get-up-and-go – qualities they think might be a distant memory to people like me. Printed above it were the words: IT'S YOUR BIRTHDAY, followed by the advice: DON'T THINK OF IT AS GETTING OLDER. Mention of the word 'older' reminded me that I really am getting older...a thought given added meaning by the pain in my knee. Then, just as I tried to remember where I had left my Valium pills, the greeting delivered its punch line... THINK OF IT AS BECOMING A CLASSIC.

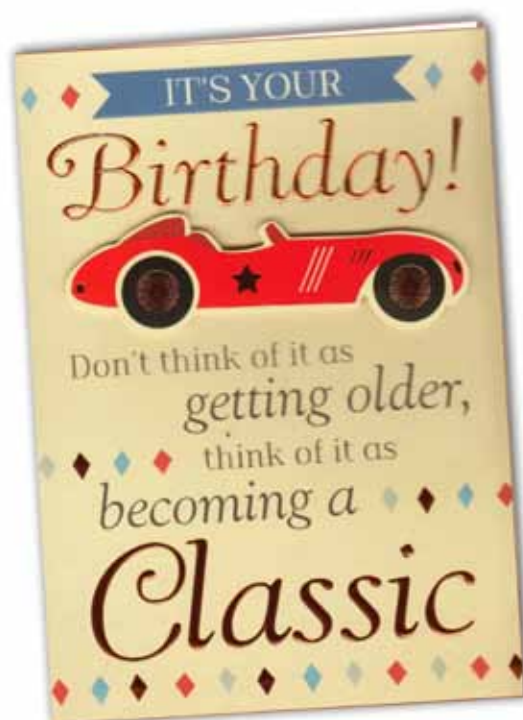
No wonder my friend was so pleased with his card choice: at one level it showed he had remembered me but, at another, it was saying "Hold up, old pal... your life's not over yet – there's lots still to come."

It was then that I thought of the IVVCC and its members. In your various ways, and in your shared interest, are you not the living embodiment of the message my greeting card was attempting to convey?

I'll bet you all know that gleaming red racing car – still alive today, being cherished by its owner, living securely under wraps in some garage, being polished, cared for and driven by some devilish, silver-haired collector!

Therefore, is the message of my birthday card not a perfect parable? Like all collectors and restorers, aren't IVVCC members amongst those who live and give meaning to the message? Do you not prove that those things that are cherished, looked after and cared for – as our bodies arguably should be – will live on to become a 'classic' in one form or another?

On that thought, I shall rest my case, knowing that, when the next issue of your magazine is published, your back seat columnist will have moved another step or two along the road towards 'classic' status. Aaagh! ■





# Memory Lane

By Colm O'Neill



**When this picture was taken in 1958, the GPO had been re-opened just 29 years earlier, following its restoration and enlargement in the wake of the severe damage it sustained in the Easter Rising. To the right is Nelson's Pillar, which was completed in 1809 just nine years before the GPO opened and which itself was destined to stand for less than another eight years before being blown up in 1966.**

Looking at the cars parked in the centre of O'Connell Street, amidst the familiar assortment of Morris Minors and VW Beetles are several large four-door saloons, notably the black Ford Zodiac Mk.II alongside the Minor closest to the viewer, as well as its stable mate, the four-cylinder Ford Consul Mk.II. Further up the line is a Morris Oxford MO, looking like an outsized Morris Minor, a pair of black Humber Hawk Mk.VI models, a grey Ford Consul and beyond it a black Consul Mk.I.

Also to be seen in this central area are a Hillman Husky, a Ford Prefect 100E, a grey Austin A40 Somerset, an Austin A40 or A50 Cambridge, an A40 Devon, a Ford Zephyr Six Mk.I, a Peugeot 403 and a Morris Oxford Series II. As the sign alongside indicates this area is a taxi rank, this probably explains the number of large saloons. This was in the era where taxi roof signs were not mandatory and the only external marking was an oval aluminium PSV plate fixed to the rear. Were the other motorists parking here illegally, then?

Beyond is an area reserved for bus parking with three of CIE's once familiar R-type Leyland Titan PD2 double-deckers, including one for the Dalkey No.8 route. Rather informally parked alongside is a Morris-Commercial PV van with a 1950/51 ZL registration. About to pass it by is a Bedford A-type furniture van in the livery of Arnott's department store, while closer to the camera is a Morris Oxford Series III and another R-type bus.

In North Prince's Street a black Austin Somerset waits on crossing pedestrians, and parked in front of the GPO are a Ford Thames 5cwt. van and a Bedford CA 10/12cwt. van with its familiar sliding cab doors. A Standard 10 emerges from the next parking space as a Beetle waits to take its place. Passing by are a black Hillman Minx Mk.VII and a 1954 Consul. Beyond the Standard are a rather shabby Vauxhall Model E Wyvern, a Ford Anglia 100E and a Ford Zephyr Zodiac in typical two-tone paintwork. Passing in the traffic and partly hidden by the parked bus is a then new Fiat 1100 series 103D. Another Vauxhall Model E with contrast roof colour can be glimpsed between the two parked buses, and finally there is another Anglia following closely behind an Austin A55 Cambridge Mk.I. ■

# BACK TO THE FUTURE

## Car-parking problem solved by automated high-rise lifts ...in the 1920s

While reporting on a new high-rise automated parking system now being developed in the States, an article in an American magazine referred to the 'Park-o-Mat' – an automated parking system, "*which, believe it or not,*" said the article, "*dates all the way back to 1951*". Well, we have news for them: the idea actually goes back to the '20s.



The first-ever high-rise automated parking system, Chicago 1929



Volkswagen's pre-delivery car parking system at Wolfsburg, Germany

While the above mentioned 'Park-o-mat', did start up in Washington DC in 1951, over twenty years before that a gentleman called Milton A. Kent developed a similar system, which became all the rage, for a time, in New York and Chicago.

Kent was born in 1884 in Wisconsin. By the early 1900s he was involved in the car parts and dealership business, and by 1928 he had organized the Kent Garage Company. The first 'Kent Automatic Garage' system – a high-rise push-button parking facility – was installed on 43rd Street in New York City in February 1929.

The customers' cars were handled by an electric-powered device called a 'parker'. This was a small rubber-tired machine that ran under the car and engaged with the rear axle by means of a rubber-cleated coupler. When the owner came to collect his or her car, the 'parker' lifted the car and brought it to the elevator, which returned it to the ground floor quickly, all without starting the motor. It also meant that no one had to enter the car once the owner left it at the facility. The charge was half a dollar per hour for the first two hours, and \$.05 for each additional hour.

The 'Automatic' nature of Kent's invention was its most remarkable feature. His idea was to have the customer park

the car in the lower platform of the elevator, locking it if desired. An attendant would then raise the car by elevator to a floor where a place was available, and by push button send the small 'parker' trolley underneath the car, which would draw it onto a network of rails to an open spot. [See *MotorClips* on page 44 on how to view a 1920s film clip of the elevator].

When Milton Kent's first garage opened in 1929, the New York Times reported that his plan was to have a further 15 or 20 erected in various parts of the city. While it appears Kent built some such garages in places like Newark, Cincinnati and Chicago, his lofty plan for New York never did come to pass. However, although automated parking continued to some extent – and apparently is seeing a revival now – no one has done anything to rival Milton A. Kent's high-rise, 1,000-car push-button vision.

Probably the most remarkable modern-day high-rise automated parking system is the two 20-story towers built by Volkswagen at their Wolfsburg car distribution centre pictured here. However, these two massive towers, which can hold 400 cars each, are used only as pre-delivery storage facilities, from where customers can call and personally collect their new car if desired. ■



# FAMILY FAVOURITES



**The first car of my father's that I became aware of was a Vauxhall 10 Four. I was reminded of this by an article in a recent magazine that brought nostalgic memories flooding back.**

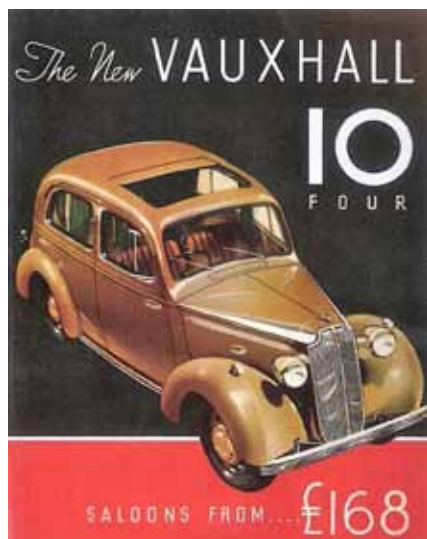
I'm not sure of the year our Vauxhall was made, and I don't have the reg. number, but the model itself was launched at the Earls Court Motor Show of 1937. I'm not sure if our car was pre- or post-war, or indeed even

if it was new or second hand, but if it was pre-war it would have been laid-up for the duration of 'The Emergency'. I was always told that after I was born in 1943 I was brought home from the nursing home in the family firm's Ford 8 van, for which petrol could be obtained – it being a commercial motor.

Vauxhall had been part of General Motors since 1925, before which the brand was regarded very highly in motoring circles with many competition successes to its credit. I being very young, I regarded our 10 Four as a humble enough car at the time, but I have since learned that it is considered by some as arguably the most important Vauxhall in the company's 92 years of American governance.

Up to this I was ignorant of its advanced specification. The Vauxhall 10 Four was Britain's first unitary construction car for example. It had so many advanced features that it completely out-classed all rivals in the 10 H.P. market and left Ford, Austin, Morris and Standard flummoxed. Engine, braking and front suspension were state-of-the-art at the time and ten thousand Vauxhall 10 Fours were sold in the first five months, with 55,000 having been produced when the run ended in 1947.

One not so advanced feature, reflecting the American influence perhaps, was the 6-volt electrics, the excuse given that it was part of a comprehensive weight-saving programme. My father, who must have been doing well with his builder's provider business, had a H.M.V. valve Radiomobile 100 fitted (which I still have!). It really impressed people and was transferred to his next car, also a 6-volter, a 1950 Chevrolet, for which the Vauxhall was traded-in at McKearn's Motors in Santry, Dublin.



But the Radiomobile had one huge disadvantage, which was to plague me years later. When I was generously given the car, use of the radio had to be very circumspect – in fact one really needed to keep the engine running to avoid a flat battery or at least find a suitable hill on which to park. This rule was occasionally neglected in the heat of the moment whilst 'courting', thereupon leading to embarrassment and frustration (and even the break-up of a once promising relationship). Some girls would flatly refuse to push the Chevy single-handed! I remember a particularly fraught occasion in Dun Laoghaire...

But...back to the Vauxhall. Examples are not easily found these days due to a propensity to rust I fear, although I'm told there are two in the British Motor Museum at Gaydon. I have very happy memories of post war family summer trips to the seaside and Powerscourt waterfall... the ritualistic lighting of the 'Primus' stove, and egg sandwiches, and wasps, and warm leather upholstery... ■



The Donaldson family's Vauxhall 10 Four – with Alan in the front and his sister Rosemary taking a back seat.

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# MICHAEL CORCORAN



*Michael Corcoran  
1930-2018*

## Museum Founder and Rescuer of Dublin's Historical Transport

Michael Corcoran, founder and curator of the National Transport Museum in Howth, sadly passed away on September 6th this year. With like-minded colleagues, Michael made a magnificent contribution toward the preservation of all forms of transport in Ireland, his dedication and tireless work often going unnoticed. IVVCC members visited the transport museum as part of club events and on several occasions Michael gave talks at our monthly club meetings. Indeed, whether known to us or not, all in the historic vehicle movement are indebted to his untiring work. His daughter Ellie has kindly provided us here with an account of Michael's interesting life and times. May he rest in peace.



July 1949: Michael and some like-minded friends acquired three Dublin trams with the intention of restoring them. But youthful exuberance and dedication were not sufficient to maintain these artefacts and without the required financial backing to house the trams they were eventually lost to the elements.

*Photo: Eddie Kelly. Reproduced with the kind permission of The Irish Times*

Born in the shadow of the Terenure tram-sheds Dublin on 23rd August 1930, Michael Corcoran was a true blue Dubliner. The family moved house to Clare Road in Drumcondra in 1931 where he spent the remainder of his childhood. From an early age he was fascinated by transport, spending much time with his father watching the trams go by at the corner of Griffith Avenue.

In 1942 Michael gained a scholarship to attend Good Counsel College in New Ross, Wexford, following recommendation by Mr John C McNamara, Headmaster of St Patrick's School, Drumcondra. Michael was a diligent student, gifted both in languages and maths/science; he particularly liked History and Geography. Michael hoped to study Engineering at university and was very likely to achieve this dream, however, in February 1947, his father died suddenly, and thereafter Michael asserted that he should seek employment to provide for his mother and younger sister. In 1947 Michael started work in Dublin County Council.

On 9th July 1949, following the closure of the Dublin tram system, Michael and some like-minded friends acquired three

Dublin trams with the intention of restoring them so that future generations could marvel at them too. Youthful exuberance and dedication were not sufficient to maintain these artefacts and without the required financial backing to house the trams they were eventually lost to the elements. Time and tide wait for no man...or vehicle, and as commercial and municipal vehicles were updated, Michael and his trusty cohorts toiled to preserve the old vehicles for posterity.

In 1955 Michael fell in love with Listowel woman, Ellen Mc Grath; their first date was on the Hill of Howth trams, so love really is blind. They married in October 1958 and had three children, Janet, John and Ellie.

## Transport Museum Society of Ireland

In 1971 the Transport Museum Society of Ireland was established, becoming a limited company in 1971. For 15 years the volunteers worked tirelessly from the depot in Castleruddery, County Wicklow, restoring vehicles, operating a functioning transport museum and providing vehicles for film work, all without any regular national funding and most often at eye watering personal cost.

In 1986 Captain Gaisford St Lawrence invited the museum to take up residence in the disused farm buildings at the Howth estate, thereby providing a secure and accessible home for the ever growing collection. A Dublin-based museum would



Part of the museum interior today

*Photo: vixtaxi*



also reduce travelling costs for the volunteers, increase visitor numbers and allow the citizens of Dublin to fully appreciate the history preserved by so few for so many.

Michael spent his entire working life in public service. He joined Dublin County Council in 1947, then Dublin Corporation, working as a draughtsman, the last very happy years in the Drainage division. At the age of 61 he learned to use a computer enabling Michael to further develop his excellent writing skills.

## An Active Retirement

After his retirement in 1995, having spent 47 years in public service, Michael devoted his time to the museum, and the preparation of his books. Michael was a man of simple pleasures; he enjoyed music and liked to lose himself in Verdi's operas, he loved animals and where he went, so too did his dog, Tara.

In 1999 he was asked to return to Dublin Corporation to undertake some archiving work, as somebody with a broad and in-depth knowledge of the drainage system was needed to organise the plentiful historical records of Dublin's drainage.

Every Saturday (almost) Michael spent the day in the museum in Howth, guiding visitors around the depot, dazzling them with his encyclopaedic knowledge of Dublin and her transport heritage. Many Sunday afternoons were spent similarly, (thanks too to the patience of his wife).

When not in the beloved museum depot, Michael gave many talks and lectures to various historical groups and wrote articles for innumerable publications. He provided transport and social history intelligence to film companies, other historians and authors; anybody who wanted to share his scholarly loot was accommodated and welcomed.

## Dublin-based Writings

Michael is author of *'Through Streets Broad and Narrow -- a History of Dublin Trams'*; *'Our Good Health - a History of Dublin Water and Drainage'*; *'Winged Wheel - CIE Buses 1940-1947'*, co-authored with Gary Manahan, and *'The Rivers Dodder and Poddle'*, co-authored with Don Mc Entee.

In 2013 Michael suffered an arterial bleed following a surgical procedure culminating in an above knee amputation; a tragedy for anyone but particularly when his life's work was not entirely wheelchair accessible. Throughout his gruelling recovery Michael remained positive, there was still so much to do! From his hospital bed, where he remained for 222 days, he kept up to date on museum business, through regular visits from his museum colleagues.

In summer 2014, Michael was admitted to National Rehabilitation Hospital in Dun Laoghaire to undergo intensive physiotherapy with a view to enabling him to walk again using a prosthetic limb, unfortunately this was not a successful pursuit and Michael returned home, heartbroken, in June 2014. His limited mobility notwithstanding, Michael engrossed himself in his historical works, not only finishing the drafts of the Dodder book, but also commencing his own history of the Transport Museum.

## Back to Work...Again

In 2015, Michael returned to work in Dublin City Council, almost twenty years after retiring and just before his 85th birthday, and worked one day per week, assisting with historical projects and archiving. In June 2016 Michael lost sight in his left eye following



Michael with the restored 1937 Leyland Titan R1 bus at the National Transport Museum in Howth.

and infection, although almost blind, Michael continued to write for magazines, and completed his *Wheels of History*, the chronicles of the Transport Museum. Despite numerous hospital admissions and deteriorating condition, Michael was cared for at home by his loving wife.

Perhaps another may have developed a national transport museum, or more likely the state may have followed our international counterparts and established one, but there was no need as Michael Corcoran beat them to it. Had it not been for his insight, determination, knowledge and generosity many of the irreplaceable vehicular relics may have become extinct. But Michael was not a glory-hunter, on the contrary he shunned the limelight, other than to impart knowledge and pride to all who wished to be better acquainted with his beloved Dublin.

On September 6th 2018, Michael slipped away aged 88 years and two weeks. He is survived by his wife Nellie, children Janet, John and Ellie and grandsons Mikey and Evan. ■



Postcard published by the National Transport Museum – showing a Dublin United Tramways Co. electric tram. The company's trams were electrified in 1901.

*The National Transport Museum of Ireland is based in the grounds of Howth Castle, Co Dublin. Some 60 vehicles are currently on display at the museum, the oldest dating from the second half of the 19th century, the newest 1984. The museum is open 2.00pm-5.00pm on Saturdays & Sundays and Bank Holidays. 26th Dec-1st Jan, daily 2.00-5.00pm. Tel: 848 0831. Email: [info@nationaltransportmuseum.org](mailto:info@nationaltransportmuseum.org) Website: [www.nationaltransportmuseum.org](http://www.nationaltransportmuseum.org)*



# EAST TO ESTONIA

## Travels in a Ford Model A Tudor

John and Rita Buckley – who participated in this year's IVVCC Gordon Bennett Rally – are well known for the long tours they undertake in their 1930 Ford Model A Tudor. Travelling about 4,000 miles each year in the car from their home in Wales, they have visited Turkey on the fringe of Europe, Morocco in North Africa – and as far north as you can go... Nord Cape, Norway. Here, John tells us of their trip to the Baltic states of Lithuania, Latvia and Estonia.

When we planned this trip it was well over two decades since the implosion of the Soviet empire so we expected the dust to have well and truly settled. A trip directly east through countries that were once behind the iron curtain gives elements of geography, history and culture. Add, as a means of transport, our 1930 Ford Model A Tudor – and adventure and uncertainty are added to the list.

A further detour to St Petersburg was deleted from initial planning not only because of the constraints of time but also because people had warned us of the high hassle factor in crossing the Russian border and also that driving in Russia itself was hassle enough.

So thanks to the expanded EU and the Schengen agreement we planned to visit Denmark, Germany, Poland, Lithuania, Latvia, Estonia, then ferry to Sweden, down to Denmark and ferry back home with no customs formalities whatsoever and only the occasional passport check.

We took the car ferry from Harwich to Esbjerg in Denmark (I am sad to report that this ferry is no longer operating). We drove south as soon as we disembarked in Denmark and on the first evening were camped in Germany. Next day we used the autobahn to eastern Germany and visited the museum at Peenemünde where the V2 rockets were developed in the 1930s and 1940s. Roads in this area of Germany are now just as crowded as in western Germany and the surface condition is excellent.

### Poland

Twenty-four hours later we crossed into at the unpronounceable Polish town of Swinoujscie and the road surface abruptly changed from smooth tarmac to a rough pavé of three inch

granite blocks, which makes the driving experience one of shivering, low frequency vibrations. This was a taster session for roads yet to come. The Polish road surfaces are unpredictable. One major primary route we drove along for 60 miles, though tarmac, was beset with gullies, subsidence, potholes, uneven level crossings, etc. This made steering more akin to sailing a dinghy in a choppy sea than driving a car. We knew we'd get along it eventually but with Ford pre-war steering and suspension the car would take its own route through the hazards; the driver's responsibility was not to attempt to maintain course on a straight line but simply to give a touch to the steering to get things back on to the correct bearing now and again.

However, some roads in Poland classified as 'secondary' were excellent. There was no way of knowing what the day ahead held. Totally unpredictable, indeed literally one just had to take



John and Rita with their well-travelled 1930 Ford Model A in this year's Gordon Bennett Rally



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the rough with the smooth. Though signposting throughout Poland was exemplary.

We had a slow puncture repaired by a local garage en route (we were carrying four spare inner tubes which even I think is over the top!) But a potential major problem occurred in eastern Poland when pressing the starter button resulted in a horrendous grinding noise from the starter drive gear. Removal of the starter showed that one of the collets of the Bendix gear had completely worn out – it had been starting the car for over 10 years and I'm putting 12 volts through a 6-volt starter. This is the first time ever that I've had a starter fail on me without warning. No panic though as I was carrying a spare starter complete with a brand new modern drive gear which we fitted with just 30 minutes downtime.

### Lithuania

Crossing over into Lithuania the large customs and border control buildings are now obsolete. The roads are busier than we expected as car ownership had burgeoned over the past 15 years. Intriguingly, throughout Poland and the Baltic countries, not many vintage cars are present. We know of just one Model A Ford in Estonia.

From horse-drawn carts, through Russian military vehicles, there had been a direct leap to the modern Eurobox – so there are neither many vintage cars nor cars from the classic era. Lithuanians in particular were smitten by the sight of this antique Ford on the road and she must have featured in hundreds of photos taken by people as they passed by. Heading northeast through Lithuania took us to a lonely area just before the Latvian border. Here Russian is still the second (or in some instances the first) language and the villages are sparse.

### Latvia

We crossed over into Latvia and the road surface became appalling; a mix of pavé and potholes. As we headed west towards Riga, all roads, whatever their classification – primary, secondary or tertiary – became gravel. I have a great respect for old machines and like to treat them gently, and with no indication as to when the tarmac on the road would resume, we did a U turn and keeping to the one tarmac road we knew, we made a 120km detour just to keep to decent roads all the way. At one stage we were on an 80kms-long major dual carriageway constructed of concrete slabs with tar seals redolent of early autobahns. This was a nice empty road so we could drive in whichever lane had the best surface. Unlike most other motorways in Europe the motorway here is not limited to vehicular traffic and indeed cyclists, pedestrians, and young mums pushing prams were all utilising the slow lane at one time or another.

Torrential rain at one overnight camp caused the Model A, as well as Rita, to be reluctant to start. The car eventually started on just 3 cylinders, but once warmed up both Rita and the car settled down properly for the day ahead (the coil on the car is a 6-volt coil with a 2-ohm ballast resistor which I can bypass to give the coil double the juice if necessary).

### Estonia

A damp day's driving brought us through into Estonia and a couple of days later we were in a pretty coastal town called Haapsalu. We parked the car and visited the Teutonic fortress, returning to find the front left tyre flat. I thought this might be

going to happen as I'd struggled with the connection on a tyre inflator that morning and slightly bent the core of the valve in the process. No problem to quickly change the wheel, however this was a double whammy as on pressing the starter button we again heard a horrific noise indicating that the new Bendix drive had failed.

Fortunately we managed to start the car and drove one kilometre to a local garage... Car Stop Auto Service. We indicated we had two problems; changing the valve core took less than a minute. But when we removed the starter it was apparent that the drive gear had shattered into about twenty components with fracture of the main spiral drive shaft probably being the culprit. This brand new drive gear had lasted 4 or 5 days, with I guess about 40 starts (this may have been a one-off failure, but I won't be buying this style of drive again; it's back to the good old fashioned version for me). We had now two good starter motors but both with irreparably broken Bendix drives. A phone call to our Model A owning friend Mart Kirik about 80 miles away drew a blank as he didn't have a spare. Meanwhile a friend of the garage owner acted as translator and explained our predicament. We had a ferry booked to Sweden departing in just 4 days time and the only way of starting would be a bump start.

After looking at the remains of each Bendix, as we turned back to the car we all noticed the little hole at the bottom of the radiator surround and each of us came up with the solution at the same time! Sergei made a phone call and ten minutes later a friend of his turned up with a starting handle from a Moskvitch – and like Cinderella's slipper... it fitted! Sergei welded a section in to lengthen it so that it came beyond the bumper bars for easier handling, and it worked! We also made a phone call to Belcher Engineering back in the UK who pulled the stops out and had a replacement Bendix on its way to us within the hour. Sadly, even though the British Royal Mail claimed next working day delivery to Europe, the parcel still hadn't arrived when we departed Estonia. We therefore relied on hand cranking for the rest of our time in Estonia – and on and off the ferry.

### Sweden

Having made further phone calls to Sweden, when we drove off the ferry in Stockholm we were greeted by Bertil Bjorkman from the Svenska A Fordarna Klubb who met us with a complete new starter and drive gear. Within thirty minutes we were back into electric starting mode with Bertil taking the old one for repair as we were all meeting up again at the Granstraff rally in southern Sweden four days later.

Magnificent weather, roads and scenery – surely Sweden ranks with France as vintage motoring paradise. Bertil found a replacement Bendix back in Stockholm and came down to the rally with our original starter completely repaired and we swapped starters once again. Ah, the joy of an electric starter!

The Granstraff rally in Sweden was a meeting of 160 Model A Fords, one of the biggest A rallies outside the USA. The rally is held every two years, rotating between Sweden, Norway and Denmark. At the rally it was nice to catch up with old friends and make new ones – thankfully English being the universal second language. Homeward bound two days later we caught the ferry across to Helsingor in Denmark, then a day across Denmark and ferry back to the UK port of Harwich and finally back home to Wales, 2847 miles in total.



Water loss: nil. Oil consumption: 1.5 litres. Petrol consumption: I never checked, but if it's any consolation, the price of petrol is the same in the UK as the seven different countries we visited. The one low point: In Tallinn, Estonia...raining, with no starter motor and having to sleep in the car because our tent had blown down in a gale. Several high points: many days of excellent vintage motoring, notably those in Poland and of course Sweden with a repaired starter. But perhaps the highest point of all was the evening in Poland when we thought the weather looked doubtful so instead of camping we checked into a motel. Minutes later the heavens opened and we smugly sat in the dry warm room, the car cosy in the attached garage, watching a torrential thunderstorm that lasted hours, thinking "we could have been caught in that!" ■

*John lays stress on the importance of preparation for long-distance vintage motoring and offers help to anyone planning a continental tour. You can contact him by email at: [johnandritabuckley@gmail.com](mailto:johnandritabuckley@gmail.com) More from John in our next issue.*



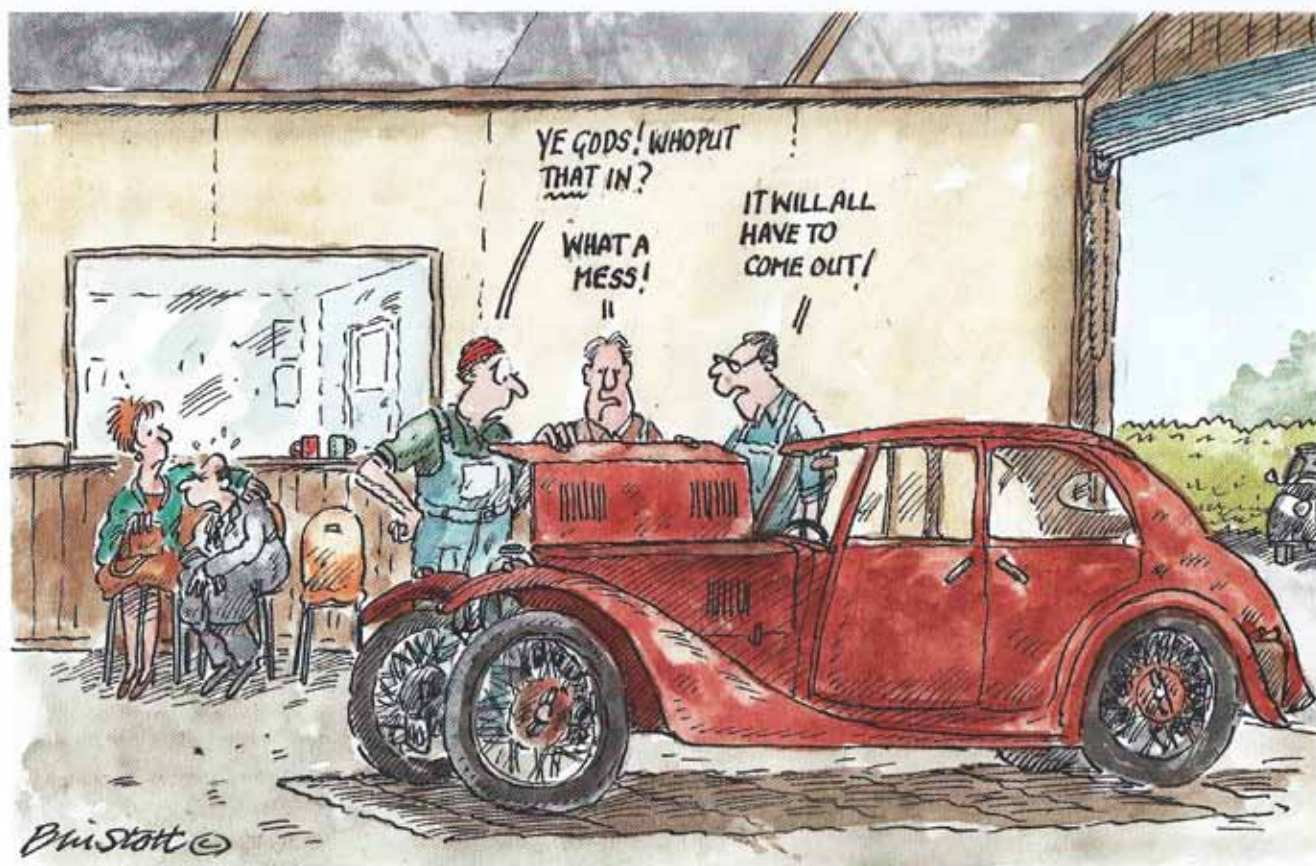
Camping in Poland...looks idyllic, but you can't see the midges



Sergi, with a starting handle from a Moskvitch – and like Cinderella's slipper...it fitted!



Estonia...and police take a look at our documentation





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# MOTOR MUSEUM EXHIBITS

## ...On the London to Brighton Run

The world's longest running motoring event, the London to Brighton Veteran Car Run, inspires a large number of motor museums to keep their extraordinary veteran cars in good running order – in readiness for the annual pilgrimage from the English capital to the south coast.

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'Genevieve' – the 1904 Darracq made famous by the 1953 film of the same name, now owned by the Louwman Museum in The Hague

The famous London to Brighton Run, supported in recent years by Bonhams Auctions and Hiscox Insurance, brings out thousands of roadside viewers and draws entrants from all around the globe. It also serves to honour all those pioneering engineers for their ingeniously innovative technologies dating back to the dawn of the horseless carriage era.

"We need events like this to keep the cars going," says Stephen Laing, curator of the British Motor Industry Heritage Trust. "The Veteran Car Run also provides us with a great opportunity to get the cars out in front of the public."



Damon Hill drives the world's oldest surviving Rover car, an exhibit of the British Motor Museum at Gaydon

### The Gaydon Museum

Now exhibited at the newly refurbished British Motor Museum at Gaydon, the Trust's remarkable collection adds up to the world's largest display of historic British cars. At the last count it totals

more than 300 vehicles spanning the classic, vintage and veteran eras. Eight of these machines date back to before 1905 and are therefore eligible to join the Veteran Car Run. Six of them are regularly entered, sometimes for high-profile participants.

Damon Hill and Charley Boorman drove the Gaydon museum's exceptional 1904 Rover 8hp (the world's oldest surviving Rover car) in the 2017 event, while Olympic rowing legend Sir Steve Redgrave jumped aboard the museum's 1904 Thornycroft 20hp tonneau in 2014, a car driven previously by the late Sir Terry Wogan. A few years ago the National Motor Museum in Beaulieu did likewise providing a 1904 two-seater De Dion-Bouton for TV baker Paul Hollywood.



A 1903 Darracq Type L from the Haynes Museum in Sparkford, crewed by TV 'Wheeler Dealers' presenters Edd China and Mike Brewer

### Louwman's 'Genevieve'

The renowned Louwman Museum in Holland always supports the event by bringing 'Genevieve', the crowd-pleasing Darracq from the much-loved 1953 movie of the same name. Another supporter of the Veteran Car Run is the Haynes Museum based in Sparkford, Somerset, which was created on the amazing car collection amassed by automotive manual publisher John Haynes OBE is. Back in 2013 its 1903 Darracq Type L was crewed by TV 'Wheeler Dealers' Edd China and Mike Brewer on the Run.

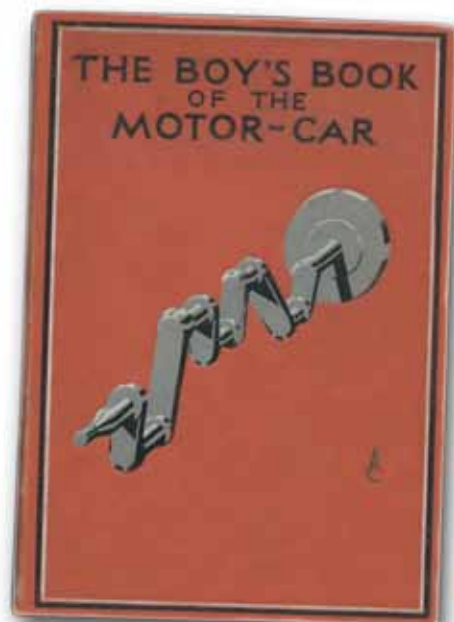
The Veteran Car Run provides a fitting grand finale to the Royal Automobile Club's busy London Motor Week – a week in which the celebrated Club presents an array of functions and events. Of late these have included forums, dinners, trophy presentations, lectures and exhibitions as well as the free-to-view Regent Street Motor Show, now held annually on the Saturday immediately before the Run.

Adding to the build-up, Bonhams hosts a special Veteran Car Run sale on the preceding Friday afternoon with an eye-catching selection of veteran cars and related memorabilia coming under the hammer. ■

# VINTAGE ADVICE

This extract from John Harrison's 1926 book, *The Boy's Book of the Motor Car*, written to educate aspiring apprentice motor mechanics, covers "The Carburetter and Petrol Feed".

While the solid information given here is doubtlessly old hat to many IVVCC members, those of us who might be a little vague about exactly how petrol powers their vintage car may well find it useful...and even entertaining, given the old-world style of delivery.



**The carburetter is the 'gas-works' of the motor-car, and its function is to convert the petrol, or alternative fuel, into an explosive mixture. This mixture is generally petrol vapour and air – air preponderating in about the ratio of 20 to 1.**

## THE CARBURETTER

Essentially, each carburetter contains a float chamber, a choke, a jet, and a throttle. The object of the float chamber is to maintain the fuel at a constant level in the jet. In operation, the float is not unlike the one which we find in domestic cisterns. When the petrol level rises in the float chamber, the float rises with it, and the needle valve cuts off the fuel supply.

From the float chamber the petrol runs into a jet and is maintained, when the engine is not running, at a level within a sixteenth of an inch from the orifice, to ensure that it will not run over and spill.

When the engine piston goes down on its suction stroke, a quantity of air is sucked through the carburetter. This air, running at high speed over the jet, causes the fuel to shoot out of the small hole in the top of the jet and be broken into very small drops. The drops mix freely with the air until they vaporise and form the mixture. In the region of the jet the cross-section of the air passage is reduced by the choke tube, to compel the air to attain a very high speed at this part, for it has been found that the higher the speed, the more completely the fuel is broken up.

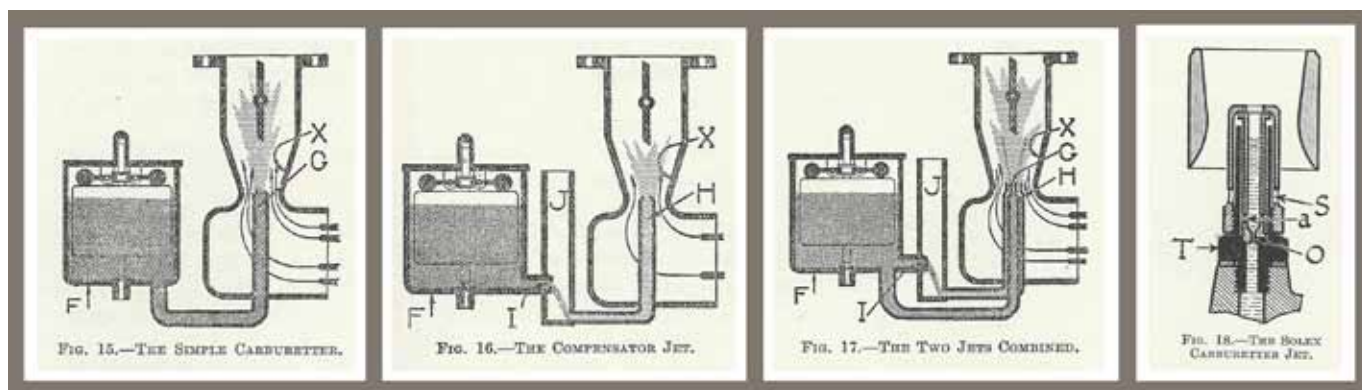
The throttle is a kind of tap or shutter placed in the path of the gas. This is the 'power-tap', and by opening or closing it we alter the supply of fuel and so control speed and power.

Were car engines always to travel under uniform conditions, the carburetter shown in Fig. 15 would be all that would be required. But the loading and speed of a car vary every second, and the function of a carburetter is to supply a perfect mixture in all circumstances. This spells complication, and there are nearly as many makes of instruments as there are cars, and some of them involve the application of widely differing principles. The results attained with the best carburetters are, however, very much the same in each case.

One of the most frequent modifications is to fit an extra jet close to the throttle to facilitate starting and slow running, virtually making the instrument into a double carburetter. An attempt to describe all carburetters would fill a book considerably larger than this one, but the following examples typify the better-known devices.

The Zenith is perhaps the best-known carburetter, for it is undoubtedly fitted to more makes of cars than any other. The device employs three fuel jets to regulate the mixture to the widely varying conditions imposed upon it.

The operation of this carburetter is best described in sections,





the functions of each jet being explained separately. In Fig. 15 we see a simple carburetter, and the action of its jet is similar to that of the main jet of the Zenith. The suction of the engine acts directly upon the jet and draws the fuel out in the same way as suction on the end of a straw will draw liquid out of a tumbler. Next we investigate the action of the second jet, which is known as a compensator. In Fig. 16 it is represented by the little hole "I". Out of this orifice there trickles a small stream of fuel into the well "J", regardless of the suction on the jet "H". The fuel output of this jet is not increased as the engine's speed goes up, while the output of the main jet is.

In Fig. 17 we see the two jets combined, and it is thus demonstrated to us how each automatically corrects the other; for while one tends to give more than is necessary when the speed increases, the other tends to give less. Thus we obtain the correct proportions.

The Solex is another popular instrument. This has only two jets, a slow-running jet and a main jet, but the latter is of somewhat complicated form and acts as its own compensator. The throttle barrel has cut into it a small passage; and when it is nearly closed, this passage comes opposite a small opening in the carburetter body and fuel is sucked from the slow-running jet. When, however, the throttle is opened the restricted main jet comes into play.

The orifice of this jet is shown at "O" in Fig. 18, and it is about an inch below the level in the float chamber. There is a direct suction of air above the top of the jet, which tends to suck more and more fuel into the engine as the speed goes up. Surrounding this jet there is an extension of the jet carrier "T", and air can be fed into the base of the main jet through the 'diffuser' holes "S" and "a". As the suction of the engine increases, more air is forced through the holes, and this, mixing with the main column of fuel, tends to weaken it. Thus equilibrium is maintained.

One or two carburetter types, of which the three-jet Binks is the best example, use piston types of throttles, and these, as they rise, uncover different jets in turn, thus proportioning the jet size with the throttle opening. A few have needles connected with their throttles, and when the throttle is opened the tapered needle is lifted out of the jet-hole, allowing more fuel to come in.

Another carburetter uses a suction-operated piston to which a needle is attached. The jet opening is proportional to the engine suction. Some American carburetters maintain the correct proportion, not by controlling the fuel output, but by governing the air supply. In this class a small spring-loaded poppet valve is incorporated, and when the suction is too high the valve rises and returns it to normal again.

On small cars the petrol tank is usually carried on the dash-board and the fuel falls by gravity to the carburetter, but on larger cars which are intended for long-distance tours and where, owing to the higher fuel consumption of the engine, much petrol has to be carried, there is not room for the tank on the dash, and a location at the rear of the car must be found for it. This position is below the level of the carburetter,

and fuel needs to be lifted. A device therefore known as an "Autovac" is used.

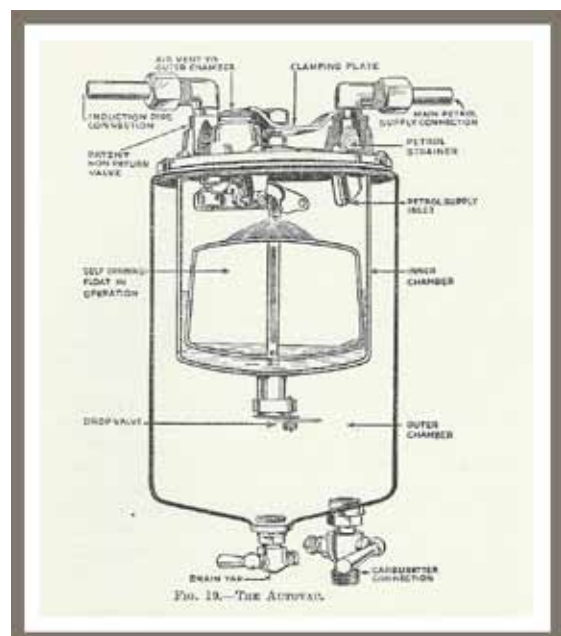
## THE AUTOVAC

This, as can be seen in the sectional drawing (Fig. 19), is connected to the induction pipe by a brass tube, and to the main petrol supply by another one. The connection with the induction pipe causes a vacuum to form in the instrument, and the petrol flows in.

The Autovac consists of two chambers, one inside the other; the inner one is the filling chamber from the tank, and the other is the emptying chamber to the carburetter. At the bottom of the inner chamber is placed a drop valve. The vacuum that exists in the inlet pipe creates a vacuum in the inner chamber, and this closes the drop valve and sucks in the petrol from the tank. As this arrives it raises the float, which, when it has reached a certain height, operates a valve that shuts off the suction and at the same time opens an air valve. This admission of outside air causes the drop valve to open and allows the petrol to flow through to the emptying chamber, whence it flows by gravity to the carburetter.

On some old cars, air or exhaust pressure was used to raise the petrol.

**Inlet pipes:** As the action of turning petrol into gas takes place more readily in a warm atmosphere than a cold one, some means is usually devised for applying warmth to the incoming charge. On some engines the inlet pipe is cast integrally with the cylinder block so as to be entirely surrounded by hot water.



On other motors a special hot-water jacket is fitted round the inlet pipe. Some cars have the exhaust and inlet pipes joined at places so that heat is conducted from one to the other. Yet another arrangement is to feed hot air to the carburetter by allowing the air intake to come near the exhaust pipe. ■

# Book Reviews

## ROYAL AUTOMOBILE CLUB

### 2018 Motoring Book of the Year Awards

IVVCC members being nudged for Christmas pressie hints might find this year's Royal Automobile Club Book of the Year Awards listings of interest. The RAC awards, to be announced shortly, are recognised as the most prestigious awards to be bestowed in the automotive publishing industry.

Two awards will be presented this year - the main 'Motoring Book of the Year Award' for a book with wide appeal at an affordable price, and a 'Specialist Book of the Year Award', which, in the opinions of the judges, is an impressive feat of research and endeavour regardless of its retail cost.

"We never fail to be amazed at the quality and variety of titles that our experienced judges propose for the Awards, and this year is no exception," said Peter Read, the Club's Motoring Committee Chairman. The award committee consists of six expert judges, representing the most informed motoring literary critics, and who are totally independent of the Royal Automobile Club.

The 2018 shortlist of contenders includes works on racing driver biographies, marque histories and general motoring to legends in engineering and vehicle design.



Shortlisted for Motoring Book of the Year Award

#### Shortlisted for Motoring Book of the Year Award:

- *Pironi: The Champion That Never Was* by David Sedgwick. Pitch Publishing
- *Enzo Ferrari: Power, Politics and the Making of an Automotive Empire* by Luca Dal Monte. David Bull Publishing
- *Donald Healey's 8C Triumph Dolomite*, by Jonathan Wood. Jonathan Wood
- *Drive: The Definitive History of Motoring* by Giles Chapman. Dorling Kindersley
- *Adrian Newey: How to Build a Car*, by Adrian Newey. Harper Collins
- *Hobbo: Motor-Racer, Motor-Mouth, The autobiography of David Hobbs* by David Hobbs with Andrew Marriott. Evro Publishing



Shortlisted for Specialist Motoring Book of the Year Award

#### Shortlisted for Specialist Motoring Book of the Year Award:

- *Daimler Days Volume 3 - More Than a Celebration of 100 Years of Daimler Motor Cars* by Brian E. Smith. Daimler Days Publishing
- *Inside Track: Phil Hill, Ferrari's American World Champion - His Story, His Photography. Volume 1 1927 - 1967* by Phil Hill with Doug Nye. The GP Library Ltd
- *Reid Railton: Man of Speed* by Karl Ludvigsen. Evro Publishing
- *Jim Clark: The Best of the Best* by David Tremayne. Evro Publishing
- *Gaston Grümmer The Art of Carrosserie* by Philippe Gaston Grümmer and Laurent Friry. Dalton Watson Fine Books
- *Turbo 3.0: Porsche's First Turbocharged Supercar*, by Ryan Snodgrass. Parabolica Press

## NUTS & BOLTS

### WORLD'S FINEST AT SALON PRIVÉ



**Blenheim Palace, Oxfordshire...** The car selected at this year's Salon Privé was a 1933 Bugatti Type 55 Roadster, awarded 'Best of Show' at this year's Chubb Insurance Concours d'Elégance. Introduced in 1932, the model was Bugatti's response to wealthy amateurs' requests for a 'competition' model with elegant coachwork for road use.

The coveted Salon Privé has also just been invited to become a partner of one of the top automotive events, 'The Peninsula Classics Best of the Best Award', which brings together the best of elite show winners from around the globe.

### ROTARY ENGINE RIVAVAL

**Leverkusen, Germany...** If we think the rotary engine has had its day, we can think again. Mazda will launch an electric-powered car in 2020 using the company's small, lightweight and exceptionally quiet rotary engine as a range-extender.

The range-extender will recharge the battery when necessary to increase the vehicle's driving range, eliminating the range anxiety which continues to trouble a high percentage of battery EV users.

### JAGUAR E-TYPE WINS AT WARREN



**North Maldon, Essex...** Restoration specialist *E-Type UK* showcased its recently restored and highly original Jaguar E-Type Series 1 at the recent Warren Classic Concours. The period accuracy and incredible attention to detail impressed the concours judges who awarded it the coveted Best in Class award in the Jaguar class.

The 54<sup>th</sup> E-Type to roll off the production line, the car had been resprayed in British Racing Green with a beige interior. The *E-Type UK* body shop team completely stripped down the body and repainted it to its original Imperial Maroon finish.



# LETTERS

The following email, received by our FIVA Representative, Peadar Ward, requests information relating to a 1914 Rover that was resident here, Reg. No. ZA 7826, in 1930s. Apparently the car had three owners in the UK between 1977 and 1982. If any member knows of this car's history while in Ireland, please contact Peadar or the editor.

Dear Peadar,

We are still working on that old Rover (link): [www.bonhams.com/auctions/20930/lot/324/?category=list](http://www.bonhams.com/auctions/20930/lot/324/?category=list)  
In the Bonham's auction description, an old Dublin reg number is mentioned: ZA 7826. Can you date that registration? The Kithead Trust shows me that more



information is only available since 1927 for old Dublin registrations. Any chance to find out more information?

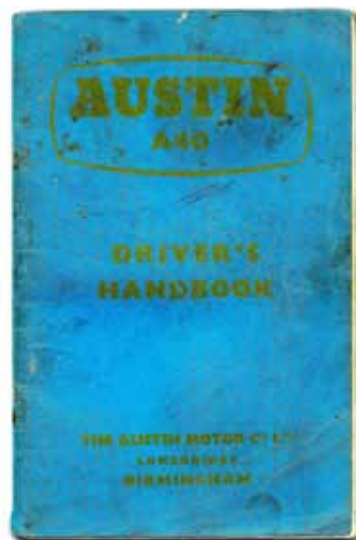
Happy Motoring,  
Jochen Thoma  
Klassik Interessenvertrung (KLI)  
München

Dear Sir,

I found this handbook for an Austin A40 among my father's papers. It's of no use to me, but maybe one of your members might like to have it.

I just found your address on Google/vintage clubs, so I hope you do not mind me posting it to you.

Kind regards,  
B. Daly  
Co. Meath



[ Many thanks to this thoughtful person, who unfortunately did not supply any further contact details. Should anyone wish to acquire the book (first-come-first-served) please email: [anselm@eircom.net](mailto:anselm@eircom.net).]



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# ARM Report

## PEACE & TRANQUILITY IN CO WICKLOW

Our outing on Thursday, 27th September, arranged by Richard Seaver and Tony Murtagh, started at 10.30am with a memorial Mass in memory of all the deceased members of the A.R.M.

The Mass was celebrated in St. Patrick's Church, Kilquade, Co Wicklow, by Fr John Daly. This beautiful church is steeped in history and a community there can be traced back to the sixteen hundreds. Indeed the chalice used at the Mass bears the inscription 1633. The original church was burned down during the 1798 rebellion, but was rebuilt in 1802 and beautifully restored in 2002. In fact some of our deceased members are interred in the graveyard.

After a one and a half hour battle on the dreaded M50, the sunny morning in the church certainly helped to restore a sense of peace and tranquility.



The beautiful little St. Patrick's Church at Kilquade







## THE KILQUADE ARBORETUM

Directly opposite St. Patrick's Church is the Kilquade Arboretum – or the National Garden Exhibition Centre – where we all adjourned

for coffee and scones, with the tables beautifully laid with our scones, jam and butter all ready. This really is a nice restaurant/coffee stop, and the extensive stock of plants, flowers, shrubs and saplings in the garden centre is only amazing. Many members loaded up with plants and shrubs; a good place for Christmas shopping (dreaded thought). Actually the Kilquade Arboretum is run by the same people who own the arboretum at Leighlinbridge in Co Carlow.



We were then all given a route sheet to guide us to our next destination. This route sheet was laid out in a most novel way and it worked very well, nearly better than tulips! All morning there was nothing only blue sky and sunshine. Wicklow looked the best I have ever seen it, even more spectacular from an open-top car, a great bonus at the end of September.



Plants, shrubs, bulbs and saplings a-plenty

## BRAY GOLF CLUB

After a most wonderful drive through a really beautiful part of Wicklow we arrived at Bray Golf Club for lunch, exactly on time, and after such a pleasant morning all were in great form. Bray Golf Club is a beautiful modern establishment where we all enjoyed a very pleasant and long lunch. And then back to the dreaded M50.

This outing must surely be ranked amongst the best events we have enjoyed in the A.R.M., and it reflected the attention to detail that both Richard and Tony paid to organizing the event. Well done to both. ■



The restaurant at Bray Golf Club



# Dalkey Vintage Festival 2018

On Bank Holiday Monday 6th August, Dalkey welcomed all and sundry to its annual Vintage Festival. Lines of well-turned out classic cars took over the centre of the picturesque county Dublin village, with the magnificent Jaguar Saloon of our IVVCC President Clive Evans prominent on the main street. The local church grounds played host to yet more veteran, vintage and classics – including Weldon Tarleton's splendid 1934 Railton 4-litre Sports Saloon, pictured here in front of the 14th century Castle and Heritage Centre.

There was a constant queue of have-a-go clients outside the tent that housed a Formula 1 racer simulator, worked by hydraulic rams and featuring a helmet virtual screen. Face-painting experts decorated youngsters (and, we noticed, a few adults), while the rest of the senior children enjoyed taking selfies against impressive classic car backgrounds.

Music entertained the bustling crowds (which thinned a little when the Tannoy announced that Barnardos volunteers outside the gate were handing out free tubs of strawberries and cream) while the serious enthusiasts got stuck into the mechanicals of cars on display – such as a beautifully presented VW Beetle, Ford Model Ts, Rolls-Royce, Wolseley, Triumph, Auto-Union, Morris and Austin cars. We also admired a sleek Daimler Dart, several nice Mercedes-Benz classics and Jaguar E-Types. A line-up of motorcycles outside the Queen's pub gave some comfort to those with more fire in the blood.

The event was held in aid of Barnardos Children's Charity, supported by Mercedes MSL Grange Motors, the Bank of Ireland, DLR County Council and Sunshine Radio – and was made possible through the untiring work of the always-enthusiastic Discover Dalkey community group. ■





“ Face-painting experts decorated youngsters (and, we noticed, a few adults), while the rest of the senior children enjoyed taking selfies against impressive classic car backgrounds.



The Irish Clan Crusader, built in Newtownards, Co Down by Peter McCandless and based on the fiberglass-bodied Clan designed and manufactured by ex-Lotus engineers in England. In all, some 435 Clans were produced in the '70s, powered by an 875cc Climax engine.



On the village street...a nice Mercedes 220A 1952 Cabriolet.



A pristine and much admired Morris Minor Traveller.



The Austin 8, looking splendid in its '40s two-tone paintwork. If only they could bottle the interior smell.



Seldom seen, the Fisker Karma, a plug-in hybrid luxury sports sedan produced by Fisker Automotive and manufactured in Finland.



The motorcycle line-up outside the Queens Pub on Dalkey main street.



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CRYSTAL CLASSICS for CHRISTMAS  
IVVCC members may be interested to hear that a perfect representation of their car (or anything or anyone) can be sub-laser engraved into the middle of glass by our advertiser, Dublin Crystal of Dundrum. Sounds like the perfect Christmas gift! All that's required is a good quality photo of the car and Dublin Crystal will do the rest. Club members Janet and Martin Taylor run the business, and will be happy to look after IVVCC folk at their factory shop beside the LUAS bridge in Dundrum, Dublin 14. Described as Dundrum's best kept secret, Dublin Crystal even offer a repair service on damaged crystal. They can repair damaged rims of classes, re-bond broken pieces and even remove most engraving. The company's Christmas shop is open in Dundrum from 5<sup>th</sup> November. You can contact Martin or Janet for a quote at 01-2987 302, or email [info@dublincrystal.com](mailto:info@dublincrystal.com). [www.dublincrystal.com](http://www.dublincrystal.com)

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# FOR SALE

'For Sale' and 'Wanted' ads are free of charge to IVVCC members. Please send details, with photo if possible, to The IVVCC Editor, 63 Granitfield, Dun Laoghaire, Co Dublin A96 D4E7 ...or email: [anselm@eircom.net](mailto:anselm@eircom.net) *Note: Please advise if item has been sold.*



## FOR SALE

1960 Austin 3000 Mk 1 BT7 (2+2). Heritage Certificate. Ex U.S. converted to R.H.drive. Earlier bare metal restoration (many photos). Hardtop/Soft-top and tonneau cover. Colorado Red, Seats-black with white piping. H.D. Springs/Dampers/Roll Bar. C.W.W.; H.D.8 S.U.s. Overdrive, Electronic Ignition. Spotlights. Brantz Trip. £49,950 (stg) ono. Phone: 087-2927800



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1970 M.G.B - British Racing Green, good condition, drives well, good tyres and new hood. Serviced yearly, taxed and insured for 2018. This car performs very well and has really good brakes, dry garaged all year. Reluctantly retiring. Offers over €7,500. Contact Denis at: [dgm12537@gmail.com](mailto:dgm12537@gmail.com)

## FOR SALE

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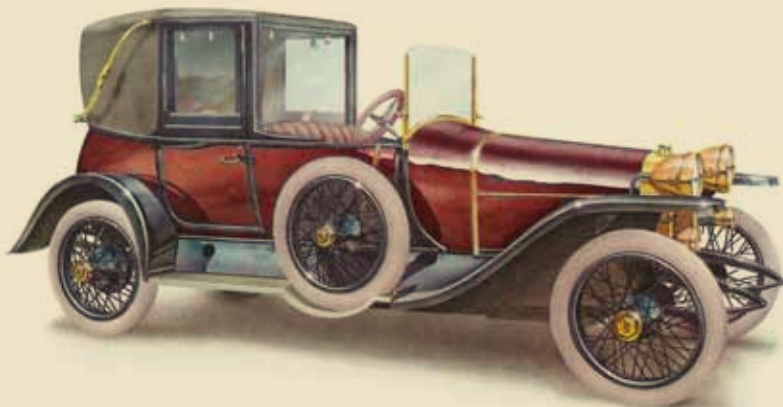
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# MOTOR LOG

*Capt. Neal E. Sherman*

*ELIZALDE Gran Sport*



In 1909 Arturo Elizalde Rouvier started a business making automobile parts for automobiles in Barcelona, which soon developed into car manufacturing. The company achieved fame when King Alfonso XIII acquired an Elizalde Tipo 20 in 1915. The flagship model – the Tipo 48 Gran Sport – was unveiled in 1920. Below is Capt. Neal Sherman's contemporaneous report on that remarkable sports automobile.

*A high-performance automobile – for a sporting King*

*Barcelona, June 1920*

Some controversy has been raised in recent times as to what is the true flagship of Spanish automobilism. While the Hispano-Suiza was founded in this fair city of Barcelona and is rightfully regarded with great pride by its inhabitants, its origins and current circumstances somewhat dilute its claim to be the epitome of Spanish excellence in engineering and design. The car's designer, Marc Birkigt, is Swiss (this being reflected in the car's name) and Hispano-Suiza's most prestige model, the H6b, is in fact built only in France.

It appears therefore that we must consider another Spanish automobile, the Elizalde, also from Barcelona, and one which can be properly considered Spanish through and through.

As with the Hispano-Suiza, the Elizalde's most famous patron is King Alfonso XIII. His Majesty is occasionally to be seen driving, in spirited fashion, the 20 horsepower Elizalde cabriolet purchased by him five years ago. Indeed, in respect of the type of motor transport used by royalty, patronage of automobiles here in Spain differs to that existing in England. Ever since King Edward VII, when he was Prince of Wales, acquired a Daimler in 1900, that stately and dignified marque has, almost exclusively, transported all British royalty in unhurried manner on their travels throughout



the Empire. The Elizalde, however, is quite a different animal.

Founded in Barcelona, the car takes its name from its talented creator, Mr Arturo Elizalde, a man devoted to the cause of furthering the Spanish automobile industry from its very earliest days.

## A Royal Patron

Having started a small engineering works in 1909, Arturo Elizalde began by making and selling motor parts to, among others, Hispano-Suiza. He then received support from two wealthy brothers of the name Biada, who agreed to finance the production of the first Elizalde car in 1914. Arturo insisted that only the best materials were used, together with the most advanced automotive knowledge available to ensure that the car was built to the highest possible levels of quality. So, when in the following year the young King Alfonso took delivery of one of these cars - fitted out with very special bodywork - the Elizalde was assured of success.

One of the best known models is the Elizalde 25hp Reina Victoria, a sports tourer which has achieved some significant victories in competition events, and the first Spanish car to be equipped with brakes on all four wheels.

This year saw the introduction of the 50/60cv 'Straight 8' Tipo 48, a very fine car which features four valves to each of its eight cylinders. It comes with an interesting item of equipment: a tyre pump which doubles as a vacuum cleaner for the vehicle's interior.

Recently, while I was at the service department of Hispano-Suiza's factory in Barcelona, a tantalizing discussion arose about a new Elizalde model soon to be unveiled, called the 'Gran Sport'. I asked where I might view this machine and before I knew it I was being put into a car and driven through the streets of Barcelona city to the Elizalde works.

## The Gran Sport

There I was introduced to a member of that company's service department, who took me under his wing. Having learned of my interest in the mysterious Gran Sport I was led to a motor house set apart from the main factory. We entered through a side door, and, there in the centre of a spotless floor, stood a magnificent open touring sports car, its gleaming yellow paintwork set off by fine coach lines of scarlet red. A profusion of brightly polished silver-nickel plating contrasted with the soft brown leather upholstery of the interior and the deep rich mahogany of the steering wheel and wooden door trims. This was the Elizalde Gran Sport, perhaps not be in series production for a year or more. Indeed it was beautiful.

'This automobile may be destined for a very special customer,' my guide informed me with a conspiratorial air, 'and now', he said with a wink, 'it must be test driven!' So it was that I found myself riding in this marvellous machine. As soon as the motor had burbled into life I realised that it was no mundane piece of engineering; the car is powered by an





8-cylinder in-line engine of 5,181cc capacity, its lusty resonance and efficient pick-up denoting a power unit of exceptional competence.

Once outside the city boundaries my driver gave the car its head. I felt my back being pressed into the expensive leather seat by the power of the big engine as the Gran Sport accelerated away smoothly.

### 130 kilometres per hour

On a straight road outside the city my pilot kept the throttle pedal to the floor until I could see the speedometer needle hovering at the 130 kilometres mark - equivalent to over 80 miles per hour. Despite the imperfect road surface the car appeared rock steady and gave no real impression of its actual velocity. I was informed that under the right conditions the vehicle could attain the equivalent of an incredible 100 miles per hour.

To the west of Barcelona we began a climb towards the summit of an adjacent mountain called, I believe, Tibidabo. The Elizalde moved effortlessly upwards without a murmur of complaint and eventually we reached an area which overlooked the city, and beyond that, the blue Mediterranean. Looking inland we could just make out the jagged peaks of Montserrat and gained the impression of the distant Pyrenees through a shimmering haze.

We seemed to glide down the mountain and reach the city centre in no time. The sharp bends of the mountain road amply demonstrated the excellent attributes of the car's engineering: the braking was first-class, with no suggestion of overheating; neither was there any noticeable roll or sway emanating from the suspension. Indeed, on that fast decent, the 'Gran Sport' probably showed up its fine breeding as much as any aggressive driving could demonstrate.

There was no question of my taking the wheel of the car, nevertheless I was very happy with the test drive. I did not enquire who the 'very special customer' was, but on leaving the Elizalde works that day I had the distinct feeling that I had enjoyed a forbidden treat; a driving experience normally reserved for personages of a much more exalted status than myself.

It is somewhat of a contradiction perhaps that the two most prominent names in the Spanish motor industry, Elizalde and Hispano-Suiza, should be makers of luxurious and expensive automobiles. Strangely, there seems to be no attempt by indigenous manufacturers to cater for the 'average' motorist. And it would strike one that a basic 'People's Car' would be a more appropriate product in a country where most people at present cannot aspire to owning a motor vehicle of any sort.

Elizalde cars are little-known in England, but it is a marque that can rightly take its place beside the great prestige motor vehicles of the world. And as for the Gran Sport model, that, for the vast majority of automobilists, is a motor car to be gazed at and venerated from afar. ■

## FROM SPECTATOR TO REPORTER...

**How County Kildare-born Neal Sherman became a widely travelled pioneer Motoring Correspondent during the interwar years.**

In September 1919 the British Ministry of Transport was established at Whitehall, headed by the Right Hon. Sir Eric Geddes. The motorcar, having proved its worth during the Great War, was thus granted the official seal of approval.

As a 14-year old schoolboy in County Kildare, Capt. Neal E. Sherman had watched in awe as the 1903 Gordon Bennett Cup racers roared through his village.

Captivated by the automobile in all its forms, during his Great War service he contrived to place himself as close as possible to the centre of motor developments. This interest led to him being attached to the new transport ministry at the end of hostilities, allowing him to view the advancement of the motorcar in many countries at first hand, often through the eyes of its gifted pioneers. So it was that during the 'vintage period' of 1919-1930, Capt. Sherman observed the transformation of the automobile as it matured during those dramatic years of economic, social and political change.

The personal impressions gained by him of many marques – from the humble Tamplin to the magnificent Duesenberg – provide some conception of the dreams and ambitions held by those who dedicated their lives to the development of the motorcar, sometimes to be handsomely rewarded...more often to watch their creations pass into oblivion.

Arturo Elizalde Rouvier died in 1925 and his widow, Carmen, a keen business woman, took over the company. In 1926 the firm stopped making automobiles and turned to building aviation engines. When Carmen died in 1949, her son Antonio Elizalde took charge of the company. However, in 1951 the organisation was nationalised and its headquarters moved to Madrid. The company was later privatised again, and was then acquired by Mercedes-Benz.

*\*Next issue: Captain Sherman drives a remarkably innovative British car – the Rover Eight.*



## PHOTO COMPETITION – No.7

Find the 10 changes made between the top and bottom photos.

Post your entry – with the 10 changes marked on the top photo (A PHOTOCOPY IS FINE) – OR just the changes described in writing – to arrive on or before Thursday 10th January 2019, to: Anselm Aherne, 63 Granitefield, Dun Laoghaire, Co.

Dublin A96 D4E7. Alternatively, email your answers (with your contact details) to: [anselm@eircom.net](mailto:anselm@eircom.net) – subject line: Photo Competition.

Don't forget – you can simply email in the changes described in writing. \*\*There'll be a small prize for the first correct entry out of the bag.

Name \_\_\_\_\_

Phone No: \_\_\_\_\_

Address \_\_\_\_\_



## MOTORCLIPS

To view each YouTube clip, just type the heading into your YouTube search bar – or simply Google the title.

### Longstone Classic Tyres

<https://tinyurl.com/y99mjefj>



Regular advertiser Dougall Cawley of Longstone Tyres talks us through the evolution of car tyres – from veteran to vintage to classics – and some of the alternatives now available to make driving these cars more enjoyable.

### Car Parking Solved 1930s

<https://tinyurl.com/yc43lcj4>



Car parking problems solved in Chicago 1932. This automatic car-parking machine took up the same amount of space on the ground as six cars, but held 48 cars. The highest car could be brought from 105 feet to the ground in 55 seconds.

### The Dragon Challenge

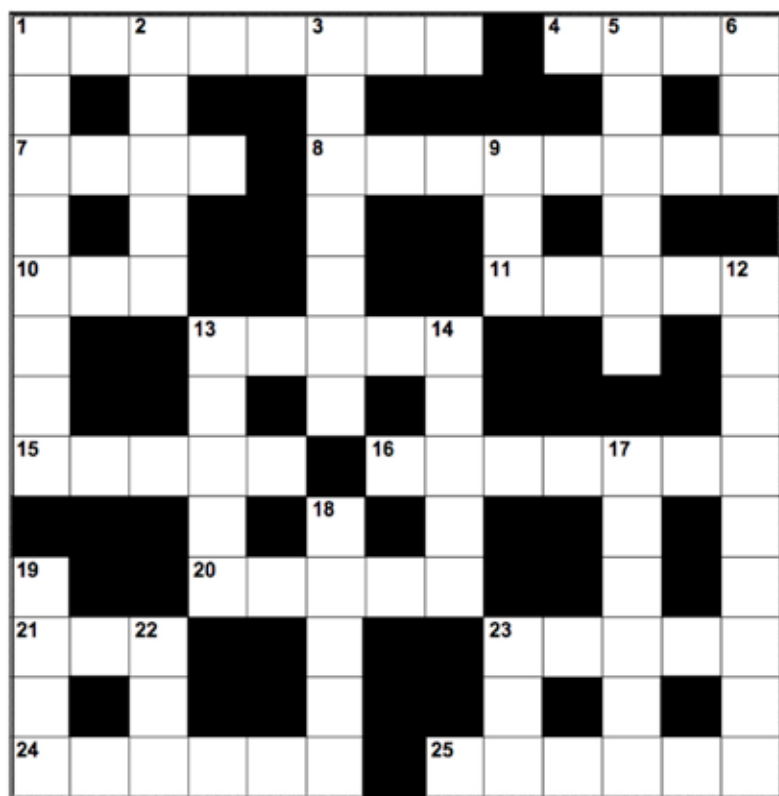
<https://tinyurl.com/y72tflyx>



Billed as one of the most extreme test of performance and capability ever attempted, the Land Rover Sport Plug-In Hybrid takes on 99 hair-raising turns and 999 ferocious steps to reach Heaven's Gate on Tianmen Mountain, China.



# IVVCC CROSSWORD - No: 7



## ACROSS:

1. Deflation suffered by motorists (8)
- 4&24. Regular First Monday venue (4,6)
7. Use this after fixing 1 across (4)
8. A solution here is improbable (8)
10. Irish Vintage Scene magazine, initially (3)
11. Sealer for old-time windows (5)
13. Another remedy for 1 Across... (5)
15. ..and these renewed might help (5)
16. Ford model...see page 4! (7)
20. That Irish-sounding British car (5)
21. Entrance sign for a roadhouse? (3)
23. This clue needs an authentic solution (5)
24. See 4 Across (6)
25. This is ham-fisted, you could say (6)

## DOWN:

1. Dad's sheet metal fixing item? (3-5)
2. Titles - often Christian (5)
3. Quite uncommon solution, this (7)
5. IVVCC rallies, runs, meetings, etc. (6)
6. An attempt to score in rugby? (3)
9. Devilish little Hillman (3)
12. Recently, but not today! (9)
13. Direct a car - or a cow, maybe? (5)
14. This bird always gets the worm (5)
17. Radiator mascot, perhaps (6)
18. Your modern wheel metal (5)
19. Rust preventative coating (4)
22. Maker of the Prinz of small cars (3)
23. Briefly, this is a volume of liquid (3)

Post your entry (A PHOTOCOPY IS FINE – and Googling is allowed!) to arrive on or before Thursday 10th January 2019, to: Anselm Aherne, 63 Granitefield, Dun Laoghaire, Co. Dublin A96 D4E7 – or email your answers (with contact details) to: [anselm@eircom.net](mailto:anselm@eircom.net) – subject line: CROSSWORD.

\*\*Don't forget to send in your entry...There'll be a small prize for the first correct entry out of the bag.

Name \_\_\_\_\_

Phone No: \_\_\_\_\_

Address \_\_\_\_\_

## Answers for Photo Competition No.6

One windscreen wiper missing  
Front door handle missing from car  
Side lamp missing from car  
Red apple missing from basket table  
Handle missing from basket table  
Stem missing from potted tree  
Bar missing from basket table legs  
Tear on corner of pale rug fixed  
Small white label missing from red rug  
Second black ring missing on flask

*Photo Competition No.6*  
*The winner is...*  
*Ann Newman, Barntown, Co Wexford.*

## Solution to Crossword No.6

### Across:

1. Suburbia
4. Alfa
7. Iran
8. Instruct
10. FAS
11. Nigel
13. Width
15. Extra
16. Invicta
20. Daily
21. Old
23. Romeo
24. Deputy
25. Horses

### Down:

1. Spitfire
2. Brass
3. Brigade
5. Lounge
6. Ant
9. Tin
12. Location
13. World
14. Henry
17. Clamps
18. Lizzy
19. Ford
22. Dip
23. Reo

*Crossword No.6*  
*The winner is...*  
*Bernie Walsh, Co. Kildare.*



# MOTORING THROUGH THE YEARS

Today we jump into our cars, turn the key or press the start button and away we go. But, spare a thought for the motoring pioneers of the early twentieth century who had a more cumbersome start-up procedure.

Rousing the vehicle in those bygone days involved opening the bonnet, filling the radiator with coolant, retarding the ignition, weakening the valve pressure, setting the throttle, putting the gearbox into neutral, opening the fuel valve, priming the carburettor, closing the bonnet again, before inserting and swinging the starting handle (whilst being careful not to suffer its wrist-breaking backlash when the engine eventually started). Then remembering to advance the ignition and increase the valve pressure again.

Following all this energetic and tiring activity the driver and passengers (including any pet animals travelling) had to tog-out in the most ungainly dust/dirt/rain proof outfits. Cars in those days had no windscreens, and their skinny wheels and tyres in dry weather threw up clouds of dust – while in wet weather it was muck and dirt that was raised (there were still a lot of horses using the same traffic space) from the rutted and unsurfaced roads. They were brave men and women indeed.

Moving on in years, during the Second World War (the Emergency to us), at least the Irish motorist never had to contend with the driving conditions experienced by their counterparts on the adjacent island.

Over there, apart from fuel rationing, it was compulsory to observe the 'black-out' by extinguishing lights after dark. This meant motorists had to fit a mask over one headlight (these masks had slits allowing visibility for a few feet ahead only) and remove the bulb from the other headlight. No street lighting was allowed and the edges of all vehicle wings had to be painted white. In the dark it was therefore difficult to see and be seen – and for drivers avoid trees, lamp posts, kerbs, traffic lights, bollards, pedestrians and cyclists. It is no wonder that in those circumstances the yearly road deaths in the United Kingdom rose to the highest levels ever recorded.

As in Ireland at the time, to eke out the petrol rationing there were two power options available for running cars. First there was the large gas-filled bag precariously mounted on the car roof. This gave a 20/30 mile range. The second option was a trailer-mounted gas producer unit, which required fuelling with coal, wood or chicken droppings. Needless to say, either option reduced the cars performance considerably.

Those were the days. ■



A Morris 10 with its load of gas...



And the gas producer trailer option.



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